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AUTOSPORT

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Vol. 4 No. 22

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

BRITISH VICTORIES AT LUXEMBOURG AND THE NÜRBURGRING : THE STORY
OF THE SWISS G.P. : THE G.P. OF PARIS : RACING AT SILVERSTONE AND CRIMOND
JOHN BOLSTER • HANS TANNER • "AENEAS" • GERARD CROMBAC

OUTSTANDING SUCCESSES AT SILVERSTONE by **GIRLING**

INTERNATIONAL TROPHY RACE**1st and 2nd H.W.M.****500 c.c. RACE****3rd STIRLING MOSS KIEFT****INTERNATIONAL TOURING CAR RACE****1st STIRLING MOSS JAGUAR****2nd KEN WHARTON HEALEY**

Also Class Awards C., D. and F.

PRODUCTION SPORTS-CAR RACE**ASTON MARTIN 2nd, 3rd, 4th**

and Manufacturers' Team Award

GIRLING

THE BEST BRAKES IN THE WORLD

— ARE WAY OUT AHEAD —

Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

Managing Editor: GREGOR GRANT

Vol. 4. No. 22.

May 30, 1952

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NOTICES

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EDITORIAL

FOR the third time since we announced our policy following successes in International events by cars and drivers from this country, AUTOSPORT proudly appears with a cover printed in British Racing Green. On this occasion, tribute is paid to Les Leston (Cooper) for his victory in the Luxembourg Grand Prix, and to Eric Brandon (Cooper) for yet another Formula 3 win in the Eifelrennen at Nürburgring. The Luxembourg victory was made all the more notable by the fact that the final was contested solely by British drivers in British-made cars, none of the Continental machines proving fast enough to qualify.

However, AUTOSPORT feels that one aspect of racing abroad should receive attention in the future, namely the turn-out of cars. To conform to regulations relating to colours in International races merely by crudely applying a coat of distemper over drivers' favourite finishes is not exactly enhancing the reputation of British entries in Continental races. If an entry is accepted in an important event, surely the pride of producing an immaculately prepared machine on the starting line should be placed before the desire to save on the cost of a repaint or a respray. To put it bluntly, several of the cars (not all British) which appeared at Luxembourg and Nürburgring, were badly turned out to the point of being disreputable. If drivers take up 500 c.c., or any other form of motor-racing, with the intention to compete abroad, then it should be their responsibility to see that the turn-out of their machines is completely free from any suggestion of "tattiness"!

* * *

IT is evident that Germany means business in International racing, particularly in the sports-car category where Mercedes-Benz have already given other countries seriously to think. In the smaller classes the name of Porsche features in the lists of results with ever-increasing regularity, and these Volkswagen-based machines are finding a ready market in Europe, mainly as a result of competition successes.

Practically every car or motor-cycle manufacturer in Germany has an interest, direct or indirect, in motor-racing, even including Fords of Cologne. It is realized that prestige gained in motor-racing, even by one or two machines, has a highly beneficial effect on car sales generally.

Le Mans is regarded with the greatest of importance by the German motor industry, and it is no secret that Mercedes-Benz are going all out to win this classic race. Victory in this most publicized of all events would give a very decided fillip to export sales of German-made cars, already firmly established in countries such as Switzerland and Belgium.

OUR COVER PICTURE

BRITISH VICTORY: Les Leston being congratulated by runner-up Ken Carter, after winning the Grand Prix of Luxembourg held on the Findel Circuit on 22nd May. Both drove Norton-engined, Mark VI Coopers.

SPORTS- NEWS

ANDRE LOENS WINS AT DRAGUIGNAN

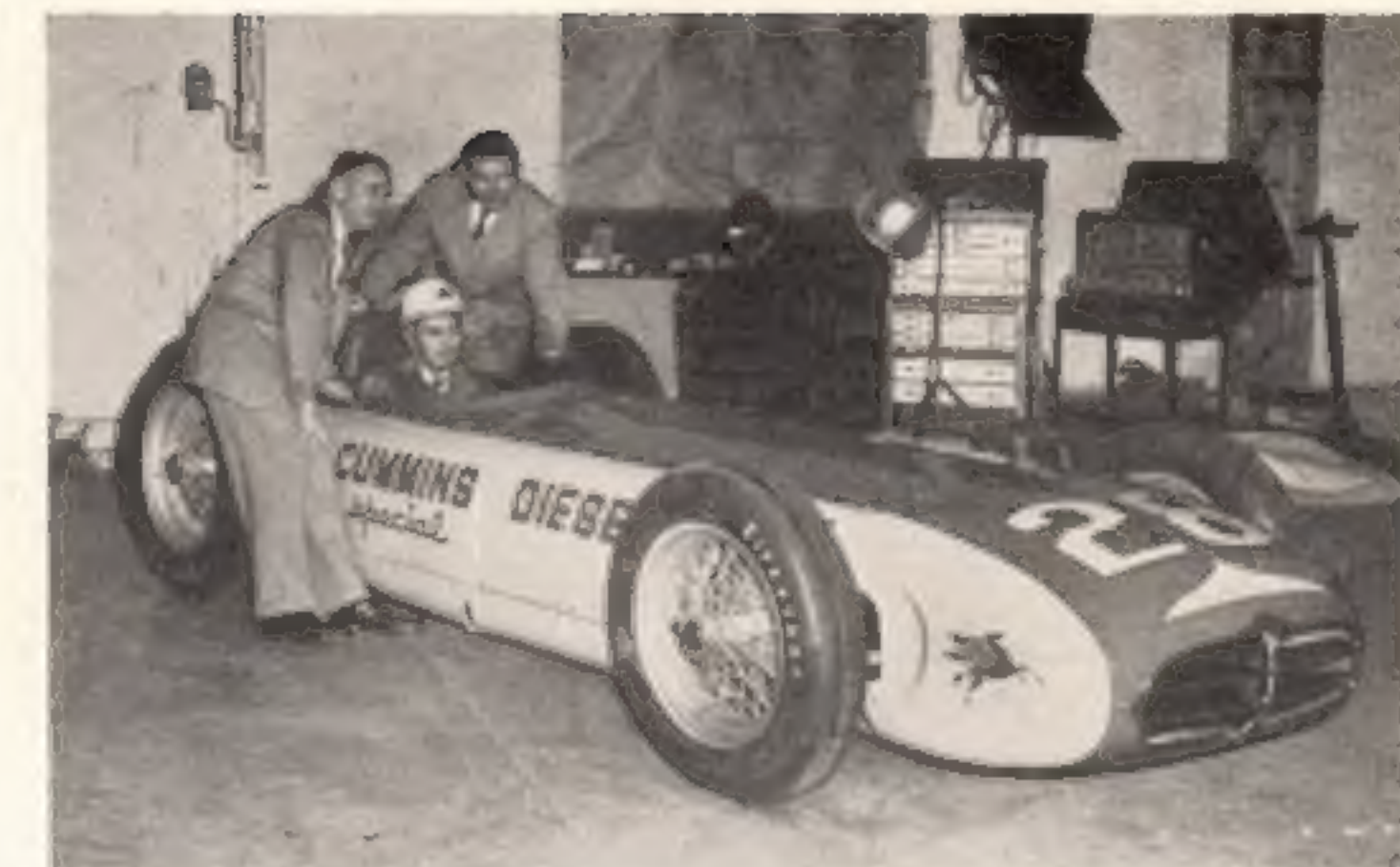
THE International Circuit of Draguignan race for Formula 3 cars on Sunday, 18th May, was won by André Loens driving a Kieft-Norton. A. D. Gill, driving a Mackson, retired when well up in one of the heats. Elie Bayol's D.B.-Panhard took second place, and the Ecurie Britannique Coopers of J. Coombs and Alan Rippon finished third and fourth. Coombs, however, was penalized one minute for jumping the starting flag, so third place eventually went to Rippon.

RESULTS

Final (20 laps, 22.5 miles): 1, A. Loens (Kieft-Norton), 26 mins. 30 secs. (50.92 m.p.h.); 2, E. Bayol (D.B.-Panhard), 26 mins. 51 secs.; 3, A. Rippon (Cooper-Norton); 4, J. Coombs (Cooper-Norton); 5, Antonelli (D.B.-Panhard); 6, Audibert (D.B.-Panhard); 7, Piveteau (A.D.J.).

THE INDIANAPOLIS 500 MILES RACE

TODAY, 30th May, the classic 500 Miles Race at Indianapolis, U.S.A., takes place. Main interest in this year's event centres around the Ferrari entry of Alberto Ascari with one of the 4½-litre Formula 1 G.P. Ferraris; other cars of this type will be handled by the Americans



DIESEL RECORD BREAKER: During the qualifying trials for today's Indianapolis 500 Miles Race, Fred Agabashian bettered the old lap record with a speed of 138.9 m.p.h. in this Cummins Diesel Special. His new figures were subsequently beaten by Chet Miller's Novi Special.

(Photo, Art Streib Studios)

Johnny Parsons and R. Ball. The regulations permit supercharged cars of up to 3-litres capacity, unsupercharged up to 4½-litres.

Sensation of the qualifying trials was Fred Agabashian's breaking of Walt Faulkner's old lap record at 138.98 m.p.h. with the ultra-low Cummins Diesel, comprising a Kurtis-Kraft chassis with a Cummins power unit mounted horizontally. The new record was later improved to 140.2 m.p.h. by Chet Miller in the V8, 3-litre, centrifugally supercharged Novi Special. Difficulties of learning the Indianapolis oblong, with its trickily banked turns, are

stressed by Ascari's best lap at 131.65 m.p.h., but Johnny Parsons, unfamiliar in a similar car, could not better this speed on a circuit he knows extremely well. The bulk of the competing cars employ the well-tried and reliable unblown Meyer-Drake 4½-litre, 4-cylinder engine.

ANOTHER CHANCE FOR B.R.M.?

WHIT-SUNDAY should see the first 1952 appearance of B.R.M. when Fangio and Gonzalez drive the British 16-cylinder, 1½-litre car in the Albi G.P. for Formula 1 cars. They will face opposition from Ferrari, Talbot and Gordini, and should the official Ferraris turn up, as is hoped, a very fine race should result. Confirmed entries include Rosier, Trintignant and Chico Landi (4½-litre Ferraris), Bira and Behra (1½-litre supercharged Gordins), Peter Whitehead (Ferrari), Comotti (Ferrari), Fischer (2½-litre Ferrari) and four 4½-litre Talbots, two of which are official entries from Tony Lago. Ken Wharton is reserve driver for B.R.M.

The race is over 34 laps of the 5.52-mile Circuit des Planques, total distance being 188 miles.

ANNECY SPORTING TRIAL

Last Day for Entry

THE entry list for the London M.C.'s French Sporting Trial at Annecy (22nd June) closes next Tuesday, 3rd June. Entries and full details from the Secretary of the Meeting, Dennis M. Dent, of 28 Alexander Avenue, London, N.W.10.



MEN AT WORK No. 5

DUNCAN HAMILTON

An easy stance adopted by Duncan Hamilton while cornering in his 4½-litre Lago Talbot. Large, genial, and a forceful driver, "Dunc" has shown great form this season in British events with Talbot and H.W.M. cars.

GOODWOOD WHITSUN MEETING

THE programme for the B.A.R.C.'s Goodwood International Meeting on Whit Monday, 2nd June, has been amended, the *Formule libre* Sussex International Trophy Race now being run as one event, without preliminary heats. The 500 c.c. International Trophy race has drawn an entry of over 40 cars, and will be contested in two seven-lap heats and a 15-lap final. Two sports-car handicaps have been added to the programme, ensuring a full and varied afternoon of racing. The meeting begins at 1.30 p.m.

GOODWOOD ENTRIES

Sussex International Trophy—*Formule Libre*—

R. D. Poore (Alfa Romeo), G. M. Watson (Alfa), F. R. Gerard (E.R.A.), A. P. R. Roh (Delage), J. Kelly (Alfa), K. Watkins (Alfa), J. Goodbrow (Alfa Romeo), N. H. Mann (Alfa Romeo), J. M.

Hawthorn (Cooper-Bristol), R. Baird (Ferrari), A. G. Whitehead (E.R.A.), F. A. O. Gaze (Alfa or H.W.M.), A. M. H. Brude (Dvr. to be nominated) (Cooper-Bristol), W. B. Black (Connaught), E. Thompson (Delage), K. McAlpine (Connaught), H. A. Richards (H.A.R.), G. A. Vandervell (Dvr. to be nominated) (Ferrari Thin Wall Special), Reserves: C. Lones (Kieft), J. H. Webb (Turner), I. Stevright (Bugatti).

"500" International Trophy—Formula 3:

C. Headland (Kieft), D. Parker (Kieft), P. G. C. Murdoch (Cooper), J. N. Cooper (Cooper), F. R. Gerard (Cooper), K. E. Carter (Cooper), D. Truman (Cooper), A. W. Richards (J.R.S.), G. E. Thomas (Cooper), R. T. Sprackley (Cooper), R. B. Stonham (Cooper), J. F. Wootton (Kieft), J. D. Habin (Erskine-Staride), H. S. F. Hay (Alfa), A. D. Gill (Mackson), P. K. Brude (Mackson), D. F. Annable (Kieft), C. G. Arneson (Arneson), M. G. Erskine (Erskine-Staride), R. Owen (Hill), N. J. Gray (Cooper), D. H. Gray (Cooper), A. Husky (Cooper), R. G. Bicknell (Revin), E. Fennell (Cooper), T. J. Clarke (C.B.P.), F. Tuck (Alfa), D. S. Shale (Kieft), D. B. Beauman (Cooper), M. Christie (Cooper), R. D. Brown (Arnott), D. J. Taylor (Arnott), G. Wicken (Cooper), P. de F. C. Percroft (Emeryson), L. Leston (Leston-Norton), M. G. Thomas (Cooper), J. K. Brise (Arnott), P. R. Emery (Emeryson), H. L. Williams (Emeryson), W. J. Whitehouse (Cooper).

Reserve: Clive Lones (Tiger Kitten).

HALF-LITRE CLUB AT SNETTERTON TOMORROW

TOMORROW, 31st May, the Half-Litre Club leave their native Brands Hatch for the Snetterton airfield circuit in Norfolk, where they are holding a race meeting comprising a 500 c.c. event and a 30-lap *Formule libre* race. No fewer than 62 entries have been received for the Formula 3 race, which will be run in three 10-lap, 27-mile heats and a 30-lap, 81-mile final. Amongst drivers are Emery and Daniell (Emerysons), John Cooper, Carter, Gerard, Whitehouse, Ecclestone, Leston, Nurse, the Gray brothers, and George Wicken (Coopers), Headland and Parker (Kiefts), Habin (Erskine Staride) and Gill (Mackson).

The *Formule libre* race has attracted Bob Gerard and Graham Whitehead (E.R.A.s), Whitehouse (Alfa), Moore (H.W.M.-Jaguar), Black (Connaught), Baird (Ferrari), Griffin (Baird-Griffin), Pattenden (Veritas), Thompson (Delage) and nine others. A separate prize will be awarded for the first Formula 2 car to finish. Snetterton is near Thetford, off the London-Norwich A11 road, 95 miles out of London. Racing starts at 1.30 p.m.

ALFA DRIVERS FOR LE MANS

DRIVERS nominated for the Alfa Romeo Le Mans entries are Fangio/Gonzalez, Cortese/Sanesi, de Graffenried/Daetwyler, Cabianca/Ruffo.

NURBURGRING 24 HOURS

THE A.D.A.C. have announced that an International 24 Hours Race for series-built sports-cars will be held at Nürburgring on 6th, 7th September. Arrangements will be made to permit of 100 starters in what may prove to be one of the most gruelling races ever staged. The risk of bad weather, including fog and mist, cannot be overlooked at that period of the year, whilst the circuit, with its many corners, will be a severe test of men and machines. Regulations will shortly be issued, and will be translated into several languages, including English.

LOG-BOOKS FOR 500s

THIS week-end, the R.A.C. plan to introduce a system of log-books for 500 c.c. racing-cars. It is felt that mechanical breakages are tending to be on the increase, and that scrupulously kept records will be invaluable to scrutineers. The onus of keeping the log-book will fall on the entrant, who must inform scrutineers of any damage, repairs and so on to the vehicle, since the last time it was scrutineered for racing purposes.

If delivered from the printers, log-books will be given to all 500 c.c. competitors at Snetterton and Goodwood this week-end.

Penalty for non-production of log-books at future meetings will be exclusion from the races entered. Details to be given in the log-books will not include either engine or gearbox.

CHARTERHALL— MISUNDERSTANDING

ALLEGATIONS that the R.A.C. had informed the Winfield Joint Committee to the effect that no Formula 3 and sports-car races would be permitted at the Charterhall International meeting next October have stirred up a storm-in-a-teacup in Scottish racing circles. The fact of the matter is that the R.A.C. have done no such thing, a misunderstanding having arisen over the normal nomenclature C (Course) and S (Sport) used by the F.I.A. in the International Calendar. Mistaken references to Formula C in certain journals (not AUTOSPORT), instead of Formula 3, have probably caused this misunderstanding to arise.

CANADIAN RACE MEETING

THE Sports-Car Club of Canada are promoting a race meeting at Edenvale airport, 75 miles north of Ontario, on Sunday, 3rd August. The day's programme will include a 10-lap, 17½-mile Formula 3 race, a One-Hour Le Mans sports-car handicap, 5-lap class events and a production-car race.

NO "OFF-THE-PEG" JAGUARS

JAGUARS wish it to be known that they have no "off-the-peg" new cars for home customers, despite recent Press statements. The waiting list is still very lengthy, including unsatisfied orders made in 1946. Eighty-five per cent of all "Jags" go abroad, and home deliveries are still in strict rotation.

WHITSUN SPORTING EVENTS

Friday/Saturday, 30th/31st May.
M.C.C. Edinburgh Rally. Starting from Buxton, London, Bristol, 8 p.m. First arrivals at Edinburgh, 4.54 p.m., 31st May.

Saturday, 31st May. Half-Litre Club Race Meeting, Snetterton, Norfolk (500 c.c. and Formule Libre). Start, 1.30 p.m.
Winfield Joint Committee Race Meeting, Charterhall, Scotland (Sports-Car, Formula 3 and Formule Libre). Start, 2 p.m.
Omagh M.C. Hill-climb, County Tyrone, Eire.

Monday, 2nd June. B.A.R.C. Race Meeting, Goodwood, Sussex (500 c.c. Formule Libre, Sports-Car). Start, 1.30 p.m.
Berkhamsted M.C. and C.C. Speed Trials, Tewin Water. Start, 12 noon.

THE LUXEMBOURG GRAND PRIX

Les Leston (Cooper-Norton) Wins All-British Final—Don Parker (Kieft-Norton) Sets Fastest Lap—Ken Wharton Prominent with Mackson

THE crowd round the Findel circuit on Ascension Day had the unique experience of hearing the British National Anthem played six times, for six victories. Both heats and final of the Luxembourg Grand Prix were won by drivers from this country, whilst British riders won all three motor-cycle events.

Heat 1 of the Formula 3 event went to Don Parker (Kieft-Norton) after a race-long struggle with Ken Wharton (Mackson-Norton), only one second separating them at the finish. The second heat featured a battle between the Kiefts of Stirling Moss and André Loens, and the Coopers of Eric Brandon and Ken Carter. Moss winning from Carter by four seconds.

Les Leston, who seized the engine of his Cooper two hours before the start, finished his heat minus a gear-lever, and won the Grand Prix after a 25-lap duel with Ken Carter. Carter's clutch burnt out, and as he crossed the finishing line behind Leston, both primary and final drive chains snapped.

FASTEST practice laps were made by Eric Brandon, Ken Carter and Alan Brown (Cooper-Nortons), and André Loens, Charlie Headland and Don Parker (Kieft-Nortons). Stirling Moss experienced brake troubles with Derek Annable's Kieft, whilst Ken Wharton set about modifying the Mackson, and put in several fast tours.

Last-minute alterations to the programme were John Coombs (Cooper-Norton) in place of Walter Komossa (Scampolo), Arthur Gill (Mackson-Norton) for Helm Glockner (D.B.), and Paul Riess (Zig-J.A.P.) for V. van den Brempt (V.S.M.).

All four Kiefts were distempered green to conform to international regulations, and in consequence looked badly turned out as compared with the immaculate and gleaming Coopers, Macksons and Peter Collins's lone J.B.S.

Heat 1 should have produced 14 starters, but this was reduced to 12 to avoid having the unlucky number of 13 for Heat 2. A Brands Hatch type of start was adopted, cars being marshalled on a dummy grid, and then sent to the starting line proper. There was quite a

delay in Heat 1, as rescue cars were a trifle tardy in retrieving broken-down sidecar outfits from the previous event.

DON PARKER (Kieft-Norton) took the lead on Lap 1, followed by Alan Brown (Cooper-Norton), Charlie Headland (Kieft-Norton), John Coombs (Cooper-Norton) and Ken Wharton (Mackson-Norton). Pim Richardson (Beels-J.A.P.) spun right round at the Hairpin, in the path of Ninian Sanderson (Cooper-Norton) and Adolf Lang (Cooper-J.A.P.), both of whom missed colliding with the Dutch car by inches.

The race then settled down to a stern struggle between Parker and Brown, but the latter crabbed his car at the Hairpin on lap 3, when leading, struck the bank, and damaged his steering. Last year's winner retired shortly afterwards. Ken Wharton then set about motoring the single-o.h.c. Norton-engined Mackson to such purpose that he began to challenge Parker for first place. On lap six, two seconds separated them, a lap later, one second, lap eight, two seconds, and on lap nine Wharton took the lead, but was overtaken again on the straight past the grandstand.

Behind this exciting duel were Charlie Headland (Kieft-Norton), John Coombs (Cooper-Norton), and Ninian Sanderson (Cooper-Norton) in that order. On the last lap, Parker and Wharton came

ALL-BRITISH FIELD: A fine shot of the 12 cars which qualified for the 25-lap final of the Luxembourg G.P. leaving the line.





PIROUETTE: Scotsman Ninian Sanderson (Cooper) and German Adolf Lang (Cooper) take avoiding action as Dutchman Pim Richardson (Beels) spins round at the Hairpin.

round the Hairpin together, but the power of the Kieft's "double-knocker" told coming out of the corner, and Don crossed the line just one second ahead of Ken. This was by no means the sole spot of excitement. Approaching the Hairpin, the offside radius arm on Headland's car snapped, and the Kieft swerved violently from side to side, looking for one ugly moment as though it would finish up amongst the crowd. However, Charlie successfully kept the car on the road, and managed to creep over the line, fuel gushing out from a punctured tank, whilst Coombs passed him to take third place.

RESULT

Heat 1 (12 laps)

1. Don Parker (Kieft-Norton), 22 mins. 19 secs. (76.3 m.p.h.).
2. Ken Wharton (Mackson-Norton), 22 mins. 20 secs.
3. John Coombs (Cooper-Norton), 22 mins. 55 secs.
4. Charles Headland (Kieft-Norton), 23 mins. 05 secs.
5. Ninian Sanderson (Cooper-Norton), 23 mins. 40 secs.
6. Alan Rippon (Cooper-Norton); 7. Sir Francis Samuelson (Cooper-Norton); 8. Adolf Lang (Cooper-J.A.P.); 9. Pim Richardson (Beels-J.A.P.).

Fastest Lap: Don Parker, 1 min. 49 secs. (77.7 m.p.h.).

PRE-RACE PANIC: Hasty change of engines on winner Leston's Cooper after a practice seize-up. The Norton motor is being removed from the Leston Special which did not run.

Heat 2 brought 15 starters to the line, and almost immediately André Loens (Kieft-Norton) made the running, with Stirling Moss (Kieft-Norton) on his tail, followed by Eric Brandon (Cooper-Norton), Ken Carter (Cooper-Norton) and Les Leston (Cooper-Norton).

Loens held his lead for three laps, scarcely three seconds covering the first four drivers. Leston fell back when his gear lever came adrift, and he had to set about guessing where to pull the rod to change gear. Loens broke a chain and retired, and on lap four, Brandon cleverly cut inside the Hairpin to take the lead from Carter and Moss. How-

ever, the Ecurie Richmond pilot's close-cornering tactics must have made the transmission work overtime, for he went out shortly afterwards with a broken driving shaft. Carter held the lead briefly, but was passed by Moss who stayed in front till the end. On lap seven, Paul Swaelens (Cooper-J.A.P.) revolved at the Hairpin in the path of Moss and Carter, who both took hasty avoiding action.

Behind the leaders, Arthur Gill (Mackson-Norton) was involved in a duel with Peter Collins (J.B.S.-Norton), and scraped home by one second. The plucky Leston kept circulating holding the gear





TWO KIEFTS, ONE COOPER: Heat One line-up, with (l. to r.) Alan Brown of the Ecurie Richmond, Don Parker and Charles Headland occupying the front row of the dummy grid. They are about to be marshalled to the starting grid proper.

change rod in one hand, and finally finished in fifth place, fast enough to qualify for the final.

RESULTS

Heat 2 (12 laps)

1. Stirling Moss (Kieft-Norton), 23 mins. 17 secs. (73.0 m.p.h.).
2. Ken Carter (Cooper-Norton), 23 mins. 21 secs.
3. Arthur Gill (Mackson-Norton), 24 mins. 39 secs.
4. Peter Collins (J.B.S.-Norton), 24 mins. 40 secs.
5. Les Leston (Cooper-Norton), 25 mins. 02 secs.
6. Paul Riess (Zig-J.A.P.); 7. Len Beels (Beels-J.A.P.); 8. K. Hansen (Eflyh-J.A.P.); 9. Jean Dabere (D.J.B.); 10. Paul Swaelens (Cooper-J.A.P.).

Fastest Lap: Stirling Moss, 1 min. 50 secs. (76.95 m.p.h.).

The Final

The organizers were left in the almost unprecedented position of having a full-scale Grand Prix on a Continental circuit with all starters British. Grid positions based on best heat speeds were as follows:—

John Coombs (Cooper-Norton)	Ken Wharton (Mackson-Norton)	Don Parker (Kieft-Norton)
Stirling Moss (Kieft-Norton)	Charles Headland (Kieft-Norton)	
Alan Rippon (Cooper-Norton)	Ninian Sanderson (Cooper-Norton)	Ken Carter (Cooper-Norton)
Les Leston (Cooper-Norton)	Sir Francis Samuelson (Cooper-Norton)	
Arthur Gill (Mackson-Norton)	Peter Collins (J.B.S.-Norton)	

Les Leston (Cooper-Norton) made a superb start from the fourth row, and was actually in the lead as the 12 cars roared past the pits. When the field completed the first lap, it was Moss (Kieft), Parker (Kieft), Leston (Cooper), Coombs (Cooper), Carter (Cooper) and Rippon (Cooper) in that order. Ken Wharton stopped at the pits with a broken exhaust pipe flange on the Mackson and retired.

Ken Carter scorched his way through the field, and on lap two was in second place behind Parker, and leading Moss.

Next time round, Leston was in front by about $\frac{1}{2}$ sec. from Parker, and Carter had dropped back behind Moss. Don Parker began to have trouble with his gearbox, and fell back to fourth place. Moss stopped at his pit with a plug lead adrift, and dropped to ninth place. On lap seven, Wharton took over Gill's Mackson which was then in seventh position.

Leston and Carter went at it hammer and tongs, one second separating them, as they passed and re-passed. Peter Collins came up to third place, ahead of Parker who began to be harried by John Coombs (Cooper).

At 12 laps the position was: 1. Carter, 2. Leston; 3. Collins; 4. Coombs; 5. Parker; 6. Headland; 7. Sanderson; 8. Rippon; 9. Moss; 10. Wharton. Sir Francis Samuelson retired, and Wharton halted for the second time with a plug lead adrift. Sanderson stopped for good with his carburettor float-chambers snapped off.



CONTINENTAL

The French J.B.-J.A.P. driven by Henri Moris. The foreign cars could not match the speed of the British.



HEAT 2 BATTLE: Stirling Moss (Kieft) has a fractional lead over André Loens in a similar car, while Eric Brandon (Cooper) follows closely, before dropping out with a broken drive shaft.

Headland began to have clutch bothers, and stopped on the 17th lap with smoke pouring from the unit. A bucket of water was dashed over the transmission, and his mechanics set about fitting a complete new clutch, a feat which was accomplished in the remarkable time of six minutes.

Meanwhile, the Carter-Leston battle continued, Leston having taken the lead on lap 15, a lead which he kept till the end. Wharton retired, Collins was firmly in third place, whilst Parker struggled along with all sorts of things happening to his transmission, but nevertheless keeping ahead of Coombs. Moss, after several slow laps, began to pick up again, and became engaged in a scrap with Collins who was a lap ahead.

Three laps from the finish, Rippon broke a half-shaft, but continued unaware of having only one wheel being driven. Leston came home after driving a magnificent race, and Carter arrived in a wild slide with burnt-out clutch, and both wheels locked owing to a broken chain wrapping itself round the driving sprocket. The unfortunate Parker broke down at the Hairpin on his last lap with



CLOSE: Ninian Sanderson's Cooper nearly touches the straw barrier at the Hairpin; behind is Alan Rippon (Ecurie Britannique Cooper).

TROUBLE: (Right) Ken Wharton's Muckson-Norton at the pits. Shortly afterwards he took over Giff's similar car, but retired.



★
FIGHT FOR THE LEAD: (Below) Ken Carter at Neudorf Corner, with Les Leston at his tail, during their exciting duel in the final.

the car stuck in gear, and with no clutch. With a superhuman effort, he managed to push the Kieft against compression all the way to the finishing line, Coombs passing the crippled car into fourth place behind Collins.

RESULTS

Final (25 laps)

1. Les Leston (Cooper-Norton), 45 mins. 48 secs. (76.95 m.p.h.)
2. Ken Carter (Cooper-Norton), 45 mins. 57 secs.
3. Peter Collins (J.B.S.-Norton), 46 mins. 10 secs.
4. John Coombs (Cooper-Norton), 46 mins. 45 secs.
5. Don Parker (Kieft-Norton), 48 mins. 07 secs.

(Continued overleaf)



The Luxembourg Grand Prix—contd.

6. Stirling Moss (Kieft-Norton), 1 lap behind.
7. Alan Rippon (Cooper-Norton), 2 laps behind.
8. Charles Headland (Kieft-Norton), 4 laps behind.

Fastest Lap: Don Parker, 1 min. 47 secs. (79.15 m.p.h.).

Retirements: Ken Wharton (Mackson-Norton), 1 lap; Ken Wharton/Arthur Gill (Mackson-Norton), 15 laps; Ninian Sanderson (Cooper-Norton), 12 laps; Sir Francis Samuelson (Cooper-Norton), 12 laps.

CIRCUIT CHATTER. Steve Lancefield's grin was justified. He tuned the Norton

engines of Leston (first), Carter (second) and Coombs (fourth). . . . Charlie Headland's protégé, Cyril Smith was the sole British entrant in the sidecar race which he won with his Norton. . . . Prince Felix of Luxembourg was present at the G.P. . . . Continental opposition to the British cars was woefully weak. . . . George Phillips was continually being ordered off the circuit by officious policemen despite several appeals over the P.A. by Jean Petit to allow him to do his work unmolested. . . . The combination of Wharton and Mackson, allied to a "double-knocker" and certain Smethwick mods. might be something to watch. . . . Flag marshalling on the circuit was very "so-so"; the gentleman in charge at the Hairpin had no idea what to do with his armful of flags. G.

Nash, took second place and stayed there.

Final race was a 3-lapper for saloon-cars and D. M. Thomson's Healey got right out in front from the very start in a needle race between the Healey and I. McDonald's Aston Martin which was within a yard at the finish. At the tail end Robbie Chassels fought hard in the Riley not to be last over the line, but despite a doughty effort on the last lap he couldn't pass the other Riley driven by E. Allan.

And so finished a pleasant day's sport to which a grand contribution was made by the motor-cycle lads in four really good races. A. N. F.

RESULTS

Sports-cars up to 1,500 c.c. (6 laps): 1, J. N. Lawrence (Cooper-M.G.), 11 mins. 35.8 secs. (62.1 m.p.h.); 2, C. W. I. Jeffrey (H.R.G.); 3, J. B. G. Campbell (M.G. TD).

Racing-cars, 500 c.c., Formula 3 (12 laps): 1, D. P. B. Prosser (Cooper), 21 mins. 19.6 secs. (67.5 m.p.h.); 2, J. B. McBain (Cooper); 3, D. K. Swan (Cooper).

Sports-cars up to 2,500 c.c. (6 laps): 1, J. H. Walton (Frazer-Nash), 10 mins. 49.4 secs. (66.7 m.p.h.); 2, J. D. Melvin (Frazer-Nash); 3, J. Stewart (Healey).

Sports-cars of unlimited capacity (8 laps): 1, J. H. Walton (Frazer-Nash), 14 mins. 0.6 secs. (68.6 m.p.h.); 2, I. Stewart (Jaguar); 3, W. A. Dobson (Jaguar).

Racing-cars, "Formule Libre" (20 laps): 1, J. H. Walton (Frazer-Nash), 34 mins. 46 secs. (69 m.p.h.); 2, A. Birrell (E.R.A.); 3, J. D. Melvin (Frazer-Nash).

Saloon-cars, any capacity (3 laps): 1, D. M. Thomson (Healey), 6 mins. 27 secs. (55.8 m.p.h.); 2, I. McDonald (Aston Martin); 3, R. D. Barrack (Javelin).

Fastest Lap of the Day: J. H. Walton (Frazer-Nash), 1 min. 42.4 secs. (70 m.p.h.).

500 c.c. CHAMPIONSHIP OF WALES

The Welsh Motor Racing Club have applied to the R.A.C. for a permit to hold a closed invitation meeting at Fairwood Aerodrome, Swansea, on 26th July, to be held in conjunction with the Half-Litre Club.

The meeting will consist of four motor-cycle classes, four sports-car classes, and the 500 c.c. Championship of Wales. Practice will be held on 25th July.

In view of the fact that this event is being held the day prior to the International Hill-climb at Prescott, the Bugatti O.C. have kindly agreed that all competitors taking part in the Meeting at Swansea can have special practice facilities on Sunday morning.

FURNESS FESTIVAL RALLY

ON 21st/22nd June, the Furness District M.C.'s Festival Rally will take place over an approximate 250-mile route of main and secondary roads in Furness, Westmorland, Cumberland and the Border Counties. Entries, limited to 50 cars, are open to members of the Furness Club and by invitation to the Cumberland S.C.C., Darlington and D.M.C., Blackpool and Fylde M.C., Millom M.C., Westmorland M.C. and Whitehaven M.C. Secretary of the Meeting is S. Powell, of 41 Robert Street, Barrow-in-Furness.

EXCITEMENT AT CRIMOND

Great Day for Jack Walton (Frazer-Nash)— Pat Prosser (Cooper) Wins 500 c.c. Race

We know that Jack Walton has a reputation for a well-prepared car but what he must have done to his Frazer-Nash is beyond belief. At the Crimond race meeting last Saturday he won his class race against young John Melvin's new Frazer-Nash; he beat the three Jaguars of Ecurie Ecosse in the unlimited sports-car event and, in the *Formule libre*, his pace from the start was such that Bill Dobson's Ferrari gave up the ghost with an oil pump that wouldn't, while Ian Stewart (Jaguar) strove gamely until the 12th lap when he had to come into the pits with clutch trouble.

This Crimond circuit, which has been altered to give a two-mile track, received favourable comment for its attractive surroundings and most competitors are agreed that for both design and surface conditions it is the best in Scotland. It is a pity, therefore, that the long drag north will militate against its popularity for although the quality of the entry was good at Saturday's meeting the total entry of 47 for the six races could have been improved upon.

Car racing started with a six-lapper for sports-cars up to 1,500 c.c. and J. N. Lawrence (Cooper-M.G.) was away like a rocket for Fireworks Corner, chased by Ian Sutherland in his M.G. TC. There was just no catching of Lawrence and instead Sutherland found himself being involved with C. W. I. Jeffrey (H.R.G.). Jeffrey's very tidy driving at Strathbeg Hairpin and at New and Old Haddo Bend reduced the leeway of the TC on the long straights. Sutherland packed up on lap four with big-end bothers.

Second race found the 500s more subject to wastage than usual and with Comish Hunter (J.P.) breaking an engine bearing, it was left to Jock McBain and Pat Prosser to fight it out in their Coopers. Maybe Pat was foxing but it took him till the 10th lap to get McBain's measure and win with D. K. Swan (Cooper) pretty far back but trying hard for third place.

In the sports-cars up to 2,500 c.c. John Melvin (Frazer-Nash) was first round the Fireworks Corner but before Strathbeg Hairpin Jack Walton (Frazer-Nash) had made up and passed him to take a lead which he never relinquished

although pressed hard by young Melvin. Right till the last lap the Glasgow lad never gave up and rounding Old Haddo in the final it looked for a moment as though he might snatch it from the Walton bonnet. Fraser and Cuthbert motored well in their Healeys but it was definitely a Frazer-Nash day.

The unlimited sports-car race saw Walton give a benefit performance for Ecurie Ecosse. No matter how hard Ian Stewart or Bill Dobson pushed their Jaguars Walton proceeded to go just that little bit faster and all they got was the fumes of the Frazer-Nash's exhaust. In the first lap E. T. Y. Gray ran out of road and came into the pits with the front of his Jaguar somewhat bent. Third from the end, and just managing to keep in front of Sir James Scott Douglas (Jaguar), local man Joe Little could get no forrader but his Jaguar may have been suffering from its practice encounter with the bales at Strathbeg. Thus Walton chalked up another win, with Stewart and Dobson in second and third places respectively after their eight laps.

Completing his hat trick in the 20-lap *Formule libre* race Walton's Frazer-Nash went like a bomb all the way. In the first 12 laps John Melvin (Frazer-Nash) kept at Ian Stewart's Jaguar exhaust while Sir James Scott-Douglas, Stewart's stable mate, used his Jaguar to hunt down Melvin. In the eighth lap Sir James was so intent on his quarry that Melvin's sudden braking on going into the hairpin came as a shock and Sir James took the Jaguar into the heather amidst a certain amount of clangour, but won his way back to the track and finished very steadily indeed. As remarked earlier Dobson (Ferrari) and Stewart (Jaguar) had to pack up and, after the 12th lap it looked as though Melvin would get his second place without trouble. We hadn't reckoned with Alistair Birrell in the E.R.A. Birrell and Ron Flockhart had worked and tinkered over the ex-Murray car all morning amidst a cacophony of engine mutterings, but their labours were to be rewarded. Despite the fact that Birrell ran the car off the track in lap six he came back very strongly and in a burst of speed on the home stretch on the 17th lap the E.R.A. passed Melvin's Frazer-



EIFELRENNEN AT NÜRBURGRING

**Eric Brandon (Cooper) Wins Formula 3 Race—British Cars
2-3-4 in Formula 2—Huge Crowds at Famous German Circuit**

THE scenes at Nurburgring almost beggar description. From early Saturday morning all roads lead to the famous circuit, and there is a continuous stream of traffic which does not slacken until nearly mid-day on the Sunday. The majority of the 400,000 or so spectators either camp on the circuit, or spend the night in revelry in nearby towns and villages.

At Adenau, a small town in the Eifel Mountains, the streets were a seething mass of people, all determined to enjoy themselves. Brass bands played everywhere, folk danced all night in cafes, whilst beer flowed like Niagara Falls. The noise was deafening, and even at 3 a.m. the revelry continued unceasingly.

Up at the circuit there were also scenes of carnival. In the "Sport Hotel", contained in the tribunes, the ADAC staged a skittles match between teams representing the Press and the drivers, in which everybody appeared to receive prizes.

The Press arrangements at Nurburgring are surely the most efficient in the world, and great credit is due to Herr Keissler, who was responsible for this side of the organization.

The most heartening aspect of the races to the quite considerable British contingent was the fact that all three Formula 2 entries were in the front row of the starting grid—a very rare occurrence indeed, and proof of our increasing challenge in formula racing.

It was the same story in Formula 3, best practice times being made by British drivers, with Moss (Kieft), Brandon (Cooper) and Loens (Kieft) all in the front row. Walter Komossa, German designer-driver of the Scampolo, appeared with a British engine fitted—a "double-knocker" Norton.

FORMULA 2: (Top) Stirling Moss (HWM), Willy Heeks (AFM) and Ken Wharton (Frazer-Nash) lead the field of 16 cars at the start of the 7-lap Formula 2 race.

THE FORMULA 3 RACE

THERE were 40 starters for the five-lap (114.050 km.) Formula 3 race, and for once there was promise of some real Continental opposition in the shape of the Scampolo, of which Walter Komossa's twin-o.h.c. Norton-powered car was the fastest.

André Loens (Kieft Norton) made a fine getaway and led Stirling Moss (Kieft-Norton) into the south bend, with Alan Brown (Cooper-Norton) heading the rest of the pack. John Coombs (Cooper-Norton) only moved a few yards, and packed up with gearbox trouble. After one lap of the tortuous circuit, Loens still held the lead from Moss, but Brown and Eric Brandon (Cooper-Norton) had closed up on the Kiefts. Moss lost a wheel at the south turn and came gently to rest. Komossa shot past Les Leston (Cooper-Norton) to put the little Scampolo into fifth place.

Brown took the lead on lap two, and Brandon sat on Loens's tail. André was driving extremely well, but Brandon obviously knew the circuit better. Ken Wharton was going well with the Mackson and held fourth place, within striking distance of the leaders.

Charlie Headland had a repetition of his Luxembourg incident, a radius rod coming adrift on his Kieft. He lashed the rod to the chassis with some pieces



WALTON FOUR: (Above) Stirling Moss around in the Formula 2 race with his 1951-type HWM

MODENA FOUR: (Right) Rudi Fischer (1952 Ferrari), who won the race with the same car he drove at Silverstone recently

Fifelrennen—continued

of barbed wire from a fence and managed to reach his pit. Austen May was going remarkably well with a J.A.P. motor pitted against the "double knockers."

On lap three, Brandon took the lead and Loens moved up over Brown. Wharton still held fourth place, and Leston began to close up on Komossa. Loens went all out to take Brandon, but the Ecurie Richmond driver was at the top of his form. Wharton stopped next time round and retired with gearbox bothers after a magnificent drive. Komossa broke a wishbone on his front suspension but continued.

On the last lap Brandon entered the long straight with Loens right on the tail of the Cooper. The crowd rose to their feet as the two green cars came into view. Loens crouched low down in the cockpit, but just couldn't produce that extra knot or two to overtake Brandon, who won by less than a car's length. Brown, in third place, had a gearbox mounting bolt drop off, causing his chain to snap nearly 200 yards from the finish. He managed to push the car this distance up the rise, but Leston Deutz (Scampolo) and Kuhke (Cooper) crossed the line before the exhausted Ecurie Richmond driver received the chequered flag. Brandon's average speed of 72.75 m.p.h. was a record for the race.

Formula 3

1, Eric Brandon (Cooper-Norton), 58 mins, 40.9 secs. (72.75 m.p.h.); 2, André Loens (Kieft-Norton), 58 mins, 41.3 secs.; 3, Les Leston (Cooper-Norton), 1 hr, 1 min, 59.3 secs.; 4, Hellmut Deutz (Scampolo-DKW), 1 hr, 3 mins, 37.2 secs.; 5, Kurt Kuhke (Cooper-J.A.P.), 1 hr, 4 mins, 12.2 secs.; 6, Alan Brown (Cooper-Norton), 7, Austen May (Cooper-J.A.P.); 8, Willi Zimmerman (M.H.2); 9, Manfred Herbster (M.H.3); 10, Alan R. Poon (Cooper-Norton); 11, Lex Beels (Beels J.A.P.); 12, Walter Komossa (Scampolo-Norton). **Fastest lap:** Brandon, 11 mins, 34.5 secs. (76.0 m.p.h.). New Formula 3 record.

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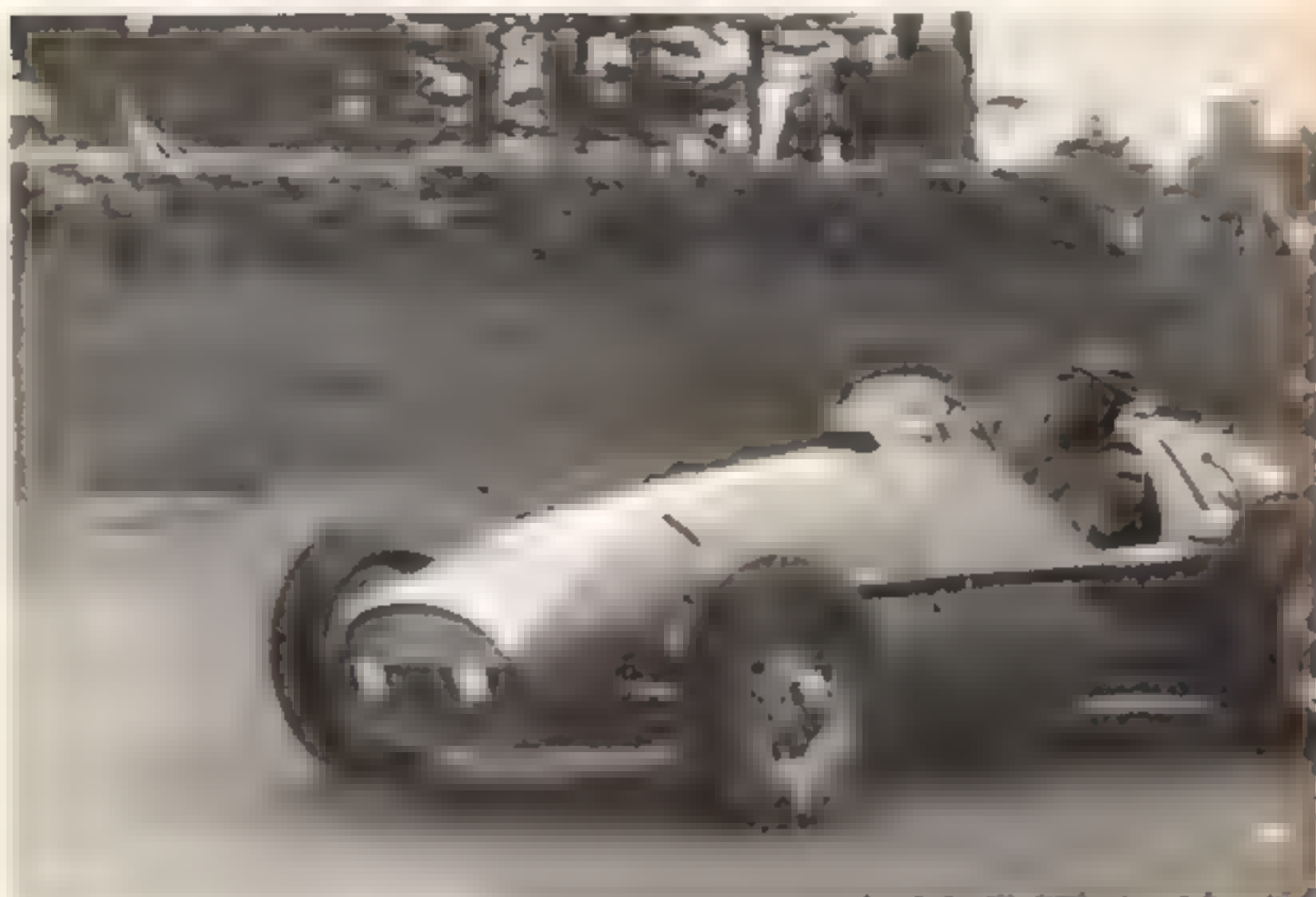
A Porsche disappeared over the top of the north bend, where Paul Pietsch crashed the 159 Alfa Romeo in the 1951 German G.P.; the driver was uninjured.

Sports-cars

750 c.c.: 1, Annamaria Peduzzi (Fiat-Stanguellini), 1 hr, 11 mins, 47.5 secs. (59.55 m.p.h.); 2, Heinz Lindermann (Helenor), 1 hr, 14 mins, 1.3 sec.

1,100 c.c.: 1, Heinz Brendel (Porsche), 1 hr, 31 mins, 9 secs. (68.85 m.p.h.); 2, Richard Trenkel (Porsche), 1 hr, 32 mins, 54.5 secs.; 3, Hans Finke (Volkswagen), 1 hr, 39 mins, 38.0 secs. **Fastest lap:** Kurt Sauter (Sauter Spl.), 12 mins, 1.2 sec. (71.05 m.p.h.).

1,500 c.c.: 1, Helm Glockner (Porsche), 1 hr, 26 mins, 17.2 secs. (69.75 m.p.h.).



THE SPORTS-CAR RACES

THERE were several interesting races for sports-cars, in which the main feature was a race-long duel between Fritz Riess (Veritas) and Toni Ulmen (Veritas) in the 2-litre event. These two passed and repassed several times, lowering the class lap record each time round. Riess finally won by 3 sec. with his fully streamlined car from Ulmen's machine which he drove at Silverstone as a Formula 2 vehicle. Riess's new class lap record of 11 mins, 6.9 secs. (77.15 m.p.h.) is pretty good going for an unsupercharged 2-litre sports-car!

The Italian girl, Annamaria Peduzzi, drove her beautiful little twin-o.h.c. Fiat-Stanguellini to victory in the "750" race whilst Brendel's open two-seater Porsche won the 1,100 c.c. category, after the Swiss driver Kurt Sauter retired with his very rapid Stanguellini-engined special. Glockner (Porsche) took the 1½-litre class, although challenged strongly by Hammernick's BMW which turned the fastest lap. The races were marred by a fatal crash involving Josef Hackenberg, whose Veritas left the road and hit a tree.

2, Franz Hammernick (BMW), 1 hr, 26 mins, 34.4 secs.; 3, Graf Schonborn (Gordini), 1 hr, 26 mins, 59.6 secs.; 4, A. Rosenhanmer (DAMW), 1 hr, 26 mins, 59.9 secs. **Fastest lap:** Hammernick, 12 mins, 6.2 secs. (70.65 m.p.h.).

2,000 c.c.: 1, Fritz Riess (Veritas), 1 hr, 17 mins, 57.6 secs. (74.3 m.p.h.); 2, Toni Ulmen (Veritas), 1 hr, 19 mins, 53.9 secs.; 3, Kurt Adolff (Veritas), 1 hr, 22 mins, 43.7 secs.; 4, Theo Helfrich (Veritas), 1 hr, 27 mins, 1 sec. **Fastest lap:** Riess, 11 mins, 6.9 secs. (77.15 m.p.h.) (Class record).

THE FORMULA 2 RACE

THERE were three British entries for the Formula 2 race, and three green cars were in the front row of the starting grid, the H.W.M.s of Stirling Moss and Duncan Hamilton, and Ken Wharton's Frazer-Nash—a last-minute entry. Moss's car was one of the 1951 machines. New Mercedes-Benz team driver, Fritz Riess, took over an Ecurie Espadon 12-cylinder Ferrari, and Rudi Fischer had the "four" he drove at Silverstone.

Willy Hecks (AFM) took the lead at

flag fall, followed by Ken Wharton (Frazer-Nash), Stirling Moss (H.W.M.) and Rudi Fischer (Ferrari). Duncan Hamilton's engine spluttered as he came through on the road behind the pits, but it cleared as he rounded the north corner. At Karussell Moss was in the lead, with Fischer close behind, then Paul Pietsch (Veritas) and Hans Klenk (Veritas).

When the cars appeared at the end of the first lap Moss was leading Fischer by 3.2 secs. Willy Heeks (AFM) had passed Pietsch into third place, while Ken Wharton (Frazer-Nash) and Duncan Hamilton (H.W.M.) were fifth and sixth respectively. Klenk made a brief pit stop. Next time round Moss and Fischer were only 1/4th of a second apart, the Ferrari having the advantage of much greater speed on the long straight.

Ken Wharton came into his pit with steam rising from the radiator, and his mechanics quickly whipped off a "Perspex" blanking shield as Duncan Hamilton went by into fourth place behind Heeks. Schonberger (Gordon) retired with clutch trouble. Pietsch coasted his Veritas in with a dead engine.



FOREIGN 500s: (Above) Gottfried Vollmer's Atax, nee Cooper, leading Dilsey's Condor. Richardson's Burt, a pair of Scampolos, and Kahn's ECI at the south curve—well behind the leaders.

FAST BOYS: (Left) Stirling Moss (Kieft), André Loers (Kieft), Ken Carter (Cooper), Ken Wharton (Mackson), Eric Brandon (Cooper), Alan Brown (Cooper) and Walter Komossa (Scampolo) at the same corner—in the van!

other AFM retired with engine troubles.

Fischer finally won by 18.8 secs. from Moss, with Wharton third and Hamilton fourth. Wharton, lacking sheer maximum speed on the long straight, kept himself highly placed by very fast cornering.

RESULTS

Formula 2

1. Rudi Fischer (Ferrari), 1 hr. 16 mins. 58.3 secs. (77.75 m.p.h.); 2. Stirling Moss (H.W.M.), 1 hr. 17 mins. 39.5 secs.; 3. Ken Wharton (Frazer-Nash), 1 hr. 19 mins. 19 secs.; 4. Duncan Hamilton (H.W.M.), 1 hr. 19 mins. 42.5 secs.; 5. Joao Ulmen (Veritas), 1 hr. 34 mins. 3 secs. **Fastest lap:** Fischer, 10 mins. 50.1 secs. (78.85 m.p.h.)

(More pictures overleaf)

to retire, whilst Niedermayr (Veritas) stopped to change a plug.

Fischer began to pull out a good lead over Moss, whose fire extinguisher went off accidentally and sprayed him with CO₂. Brudes (Veritas) retired with engine trouble. After four laps the Ferrari led by 16 1/2 secs., and Wharton went past in Duncan Hamilton's slipstream. Next lap Fischer increased his lead to 32 secs. Wharton passed Hamilton whose seat had broken causing him to be sitting most uncomfortably on the oil tank. The Frazer Nash was just about to take Heeks at the south turn when the AFM lost a wheel and finished up in the ditch. Heeks escaped without injury. At the same time Krakau in the

MIXED GRILL: (Right) Les Leston (Cooper) about to overtake Max Schwar (750 c.c. Fidelitas sports-car). Both events were run concurrently.





SPORT WAGEN
(Above) Two-litres, mostly Veritas streamlined 2-seaters streak away at the start of the sports-car event at Hürthburging

★
WINNER Eric Brandon about to receive an outsize in garlands after his victory in the Formula 3 race. On the right is Sheila Brennan

THREE B.R.M.s FOR DUNDROD!

Fagioli to Drive Thin Wall Special—Rusier to Bring New Ferrari

DURING the last few weeks the competitions committee of the Ulster Automobile Club must have often regretted their decision to "support the B.R.M." by running their Ulster Trophy Race on 7th June next, to Formula 1 for cars of this type are slightly scarcer than prop shafts on 500 c.c. racing cars. By superhuman efforts, however, the club has gathered together a splendid entry of 19, only two of which are Formula 2 machines.

Really astonishing is the news that no less than *three* B.R.M.s have been entered, two of the drivers being Stirling Moss and world champion Juan Manuel Fangio. The third driver has not yet been announced, but special arrangements have been made to fly the cars back from Albi in time for the race. Useful opposition has been found in the shape of the Italian veteran, Luigi Fagioli, who will handle the "Thin Wall Special" Ferrari which Reg Parnell took into second place behind Farina's Alfa in the 1951 Ulster Trophy, and it is

rumoured that the power-unit is of a new 24-plug type. Also boasting a 24-candle engine is the 4½-litre Ferrari of Louis Rosier and the other "big" cars include Bira's Osa and the Lago-Talbot of Etancelin, Coes and Giraud Cahantous.

Three examples of that Peter Pan of G.P. racing, the E.R.A., will be brought to the line by Graham Whitehead, Summervail and the youthful Scotsman, Ron Flockhart, who won the 1,300 c.c. scratch event at Dundrod last year in a J.P. Vincent. Further interest in the 1½ litre blown category is provided by the Alta of Dubliner Joe Kelly and Richardson's R.R.A., to be driven by the Le Mans winning co-driver, Peter Walker.

The two 2-litre models are a Cooper-Bristol for Mike Hawthorn, who apart from other victories knows his way around Dundrod, having won the hand-cap event in his Riley last year, and the Baird four-cylinder, eight-plug Ferrari. This car, in which Baird established a

new lap record at Phoenix Park after curing its Silverstone oil leak, will be driven by his chief mechanic, Dave Griffin.

Finally, in what might be termed the "special" class, we have Belfastman Bobbie Baird himself, at the wheel of his Baird-Griffin, details of which appeared recently in *AUTOSPORT*. Baird knows Dundrod inside out, and his class-winning Ferrari drive in the last Tourist Trophy race will long be remembered in Lister. Then there is that exciting machine, Oscar Moore's H.W.M.-Jaguar with XK 120 engine installed in a two-seater H.W.M., which has already shown its paces at the Goodwood Members' Meeting in March. And last of all, the ex-Baird, ex-Emery Duesenberg, with its grand old engine from Whitney Straight's Brooklands car, has turned up in the hands of local man Henry Kyle. It will be driven by Hector Graham, who has sprung a few surprises in his time with K3 Magnettes and 1,000 c.c. Coopers, and might elevate a few eye brows at Dundrod. Roll on, 7th June!

F. WILSON McCOMB

C.U.A.C. VETERAN MEMBERS' REGISTER

THE existing veteran members' register of the Cambridge University A.C. is very much out of date and it is therefore proposed to reorganize it completely so that all veteran members may be kept fully informed of the club's activities and may be given details of invitations received, etc.

To this end, it would be much appreciated if all veteran members would send a card to the secretary, T. G. Wood, St John's College, Cambridge, giving their address.

The Secretary would also be glad to hear from anybody who wishes to become a veteran member. Veteran membership is open to any person who has been in residence at Cambridge as a member of the University. Subscription is 5s per year.

NEW ALTA. Peter Whitehead's new Formula 2 Alta at Montlhéry. It has light-alloy wheels designed by Geoff Taylor, and is reputed to weigh 10½ cwt., and develop over 150 b.h.p.



THIRD race in the series of French Grands Prix was held last Sunday at Montlhéry, and resulted in a win for Piero Taruffi (Ferrari), with the same marque also in second and third places. Manzon, in the 2-litre, six-cylinder Gordini, drove a grand race, and led on several occasions, eventually retiring with that Gordini *hôte noir*, transmission trouble

PARIS G.P. AT MONTLHÉRY

1-2-3 for Ferrari—Manzon's Fine Effort with Gordini "Six"
Continental Debut of New Alta and Aston Butterworth

The pace at which the race was contested, is proved by the fact that out of 18 starters, only six were running at the finish, two H.W.M.s, a BMW Special and the successful Ferraris.

Villoresi, nearly fully recovered from his recent road crash, led for a considerable period. Farina shared the wheel of both Villoresi's and Simon's Ferraris, but the "Gig-Nino" car was disqualified after Farina had received outside assistance to retrieve it from a ditch. This let the Macklin-Collins H.W.M. into fourth place in the final classification.

ROBERT MANZON (Gordini "Six") shoots ahead from the start, followed by team-mate Jean Behra, Piero Taruffi (Ferrari) and Luigi Villoresi (Ferrari). Peter Collins (H.W.M.) packs up with magneto trouble after covering only half a lap. Harry Schell (Maserati-Platé) makes meteoric progress. Starting from the back row, he overtakes 10 cars in the first lap—only to stop at the pits with a broken oil pipe.

Casualty No. 2 is Bira (Gordini) who has to change a fuel pump. After eight laps, Behra overtakes Manzon, but Villoresi rockets ahead of both Gordins a lap later. In an attempt to regain his lead, Manzon breaks the lap record with 2 mins. 24.5 secs. Three laps later, Villoresi returns 2 mins. 24 secs. to lead the race, only to be passed by Manzon who stays in front for a further three tours and is then re-passed by the red Ferrari.

Close behind, Behra and Taruffi are gradually drawing away from Farina, whose Ferrari does not sound too healthy. In sixth place is Rosier (Ferrari), just ahead of Lance Macklin (H.W.M.) and Peter Whitehead in the new lightweight Alta.

It is not to be a day for the green cars. The magneto of Giraud-Cabantous comes adrift, Whitehead loses three laps

fixing a troublesome gear lever, and Robin Montgomery-Charrington stops to squirt methanol on a badly slipping clutch on the Aston Butterworth—losing eight laps. Jean Behra coasts in with the 2/P differential of the Gordini broken.

Whitehead finally retires with the Alta, the gear lever having snapped off whilst Johnnie Claes has a narrow escape from disaster when a stub axle breaks on his 1½-litre Gordini. At half distance the positions are:

1, Villoresi (Ferrari); 2, Manzon (Gordini); 3, Taruffi (Ferrari); 4, Farina (Ferrari); 2 laps behind; 5, Rosier (Ferrari); 2 laps behind; 6, Macklin (H.W.M.); 3 laps behind; 7, Comotti (V-12 Ferrari); 4 laps.

"Monty" Charrington retires with the Aston Butterworth, and Comotti also enters the dead car park. De Graffenried has a complete blow-up with his Maserati-Platé owing to a broken gudgeon pin.

Macklin stops to re-fuel and hands over to Collins. Peter does not look forward to a comfortable drive, for both front dampers of the H.W.M. have packed up, and the fuel tank is leaking.

Meanwhile Manzon has another go for the lap record, and with a 2 min. 23.4 secs. tour, delights the French crowd by regaining the lead. Villoresi repasses, but the blue Gordini once more forges ahead. The duel continues, but Villoresi stops at the pits. Has the Ferrari "Four" at last found its master? No! It re-enters the fray with Farina at the wheel. The 1950 World Champion has handed over his sick Ferrari to André Simon.

Farina is 55 seconds behind Manzon, but try as he might he cannot reduce the deficit. Alas, after 2 hrs. 25 mins. of hard motoring, poor Manzon comes into his pit with a broken differential! Bira also retires with his Gordini.

Ferraris now occupy the first four places and Taruffi, who appears to be playing a "wait and see" game, decides to begin motor-racing in earnest, shoots the lap record down to 2 mins. 22 secs. (over 100 m.p.h.) and calmly overtakes Farina.

This is too much for Nino, who, trying desperately to snatch back first place, does things all wrong at Couard Hairpin.

and finishes up in a drain. He has to depend on outside help to dig the Ferrari out 10 minutes from the end of the race. Taruffi sails on to take first place, followed by Simon who has gamely struggled along with the Farina first choice, then Rosier (Ferrari), Collins in Macklin's H.W.M., Balsa whose H.W.M. Special has been running for many laps with a holed piston, and finally Giraud-Cabantous whose H.W.M. is steaming like a suburban train.

RESULTS

1. Piero Taruffi (Ferrari), 73 laps (95.90 m.p.h.)
2. Farina Simon (Ferrari), 70 laps (91.75 m.p.h.)
3. Louis Rosier (Ferrari), 70 laps (90.67 m.p.h.)
4. Macklin/Collins (H.W.M.), 65 laps (83.70 m.p.h.)
5. Balsa (H.W.M. Special), 59 laps
6. Y. Giraud-Cabantous (H.W.M.), 51 laps

Fastest Lap: Piero Taruffi, 2 mins. 22 secs.

Retirements: Collins (H.W.M.), 1 lap magneto. Schell (Maserati-Platé), 12 laps—broken oil pipe. Behra (Gordini), 19 laps—differential. Whitehead (Alta), 20 laps—gear lever. Claes (Gordini), 20 laps—stub axle. Charrington (Aston Butterworth), 26 laps—clutch. De Graffenried (Maserati-Platé), 42 laps—gudgeon pin breakage. Martin (Ferrari V-12), 46 laps—disqualified for changing drivers on circuit following gyrations by co-pilot Philippe, owner of the car. Bira (Gordini), 47 laps—transmission. Comotti (Ferrari V-12), 47 laps. Manzon (Gordini), 59 laps—differential. Farina (Ferrari), 69 laps—ditched (Villoresi's car).

In the final classification, counting towards the Championship, Manzon is given fifth place, followed by Balsa, Giraud-Cabantous, Bira, Comotti and de Graffenried. The French paper *L'Equipe*, in describing "Monty" Charrington's Aston-Butterworth, refers to the car as a modified Aston Martin!

GERARD CROMBAC.

Technical and Otherwise**by John Bolster****SAFETY PRECAUTIONS**

THE organizers of a motor-race have two responsibilities. Their first concern must always be for the safety of the spectators. Compared with that, nothing else is of any importance, and even drivers are expendable. Having done everything possible to protect the paying customers, however, the welfare of the drivers must be the next consideration.

I am very glad that crash hats are now compulsory, but I am a little disturbed by the way they sometimes seem to get knocked off in an emergency. Whether the straps lack strength, or whether the wearers do not secure them tightly, I cannot say, but it might be worth while to check up on this matter, particularly at club events. Those of us who have had our lives saved by protective helmets would certainly be careful to buckle them on firmly.

Much has been learnt about the deployment of ambulances, and the rapid collection of the wounded. The important thing is that pain-killing drugs should be on the spot, and personnel trained in their use. If a man cannot be moved for any reason, some form of screen should be put round him. Common humanity demands that he should be given privacy at such a time. It may seem incredible, but some organizers forget to make any provision for getting an ambulance off the course when it has a casualty aboard. Another elementary matter is to brief the driver beforehand on the route to the nearest hospital. I know of at least one case where an ambulance got lost, for I was in it myself! Everyone hopes that the "blood box" will never be needed, but if it is, a few minutes may save a life.

Many safety measures can be taken before this unfortunate stage is reached. Perhaps the most important of these is the provision of a team of really wide-awake flag marshals. It is so vital to display that striped "oil" flag as soon as lubricant has been spilled on the course, for even the finest driver may be almost powerless under such conditions. The snag is that one cannot brake on oil, and so the marshal must be prepared to sprint towards the approaching cars, and let the "incident" that has caused the trouble take care of itself. I think that every case of oil-dropping, even when no accident has taken place, should be the subject of an inquiry, for this is a most serious matter over which we can never afford to be casual.

I am delighted that the straw bale is gradually ceasing to be a piece of racing furniture. The original Silverstone course, which was marked out by literally tens of thousands of the infernal things, was about as far from being a genuine road circuit as it is possible to imagine. To judge the entry to a corner that consists of an amorphous mass of straw is most difficult, and the well-known propensity for overturning motor-cars needs no stressing. My only regret is that, as a farmer, I sell straw bales!

Now that the R.A.C. have packed their bags, and Desmond Scannell holds the reins at Silverstone, the thing looks more like a Continental circuit every day. The B.R.D.C. can be relied upon to give us better, and safer, racing, and the straw bale mentality has gone

for good. At other courses, too, it is becoming apparent that any sort of landmark makes corners easier to negotiate. A few trees or shrubs, for instance, may work wonders, and the Duke of Richmond has proved this at Goodwood.

One cannot discuss safety without harking back to the scrutineer, for many alarming occurrences are due to mechanical failures. There has been a lot of brake trouble lately, but an incipient fault in a pipe-line or master cylinder cannot be detected by a casual inspection. Among the 500s we still get cases of road wheels being jettisoned, and it's really about time that such goings on were stopped. It may eventually be necessary to lay down certain minimum dimensions for highly stressed components, though it is better not to hamper design by artificial rules. A half-litre feature that is gaining in popularity is the roll-bar. This is to support the weight of the car on overturning, and must protect the driver to a considerable extent. It may be incorporated in a high tail fairing, as in Stirling Moss's Kieft, or be displayed naked and unashamed. The Swedish Effyh pioneered the trend, but I doubt whether it could be adapted to larger and heavier cars.

A rather disquieting thing happened recently, for when a machine caught fire, several of the fire extinguishers that were tastefully displayed were found to be inoperative. It was scarcely a good advertisement for the firm concerned, and I don't imagine that it will be allowed to happen again. That is just as well, for a racing-car is far too expensive to be allowed to blaze merrily, quite apart from the possible danger involved.

Safety precautions do not remain static, and new ideas are always welcome. Perhaps the finest example of this is the listing of drivers' blood groups for that is invaluable in the event of a transfusion being needed. Thus, even the hated medical certificate has its uses, though some of the other questions appear merely rude to the layman.

CASTROL ACHIEVEMENTS ANNUAL FREE TO "AUTOSPORT" READERS

"ACHIEVEMENTS 1951" the latest edition of the Castrol Speed Annual, has just been published. Excellent action pictures tell the story of last year's racing and record breaking throughout the world.

Of special interest are the impressive photographs of classic events such as the Targa Florio and Mille Miglia, and the section which deals with Formula 3 events.

Readers who would like a free copy of this interesting book should send a postcard to C. C. Wakefield and Co., Ltd., Grosvenor Street, London, W 1.

No. 2 of the "Modern Car Easy Guide" series of booklets for motorists has recently been issued by Temple Press Ltd. The subject is "Taking Care of a Car", written by E. P. Willoughby, B.Sc., M.I.Mech.E. Price is 2s. from the publishers, of Bowling Green Lane, London, E.C.1.

SCOTCH CORNER By "AENEAS"

MUNIFICENCE—THE SCOTTISH RALLY CHARTERHALL — WEDDING BELLS — S.T.O.C. RALLY

INTERESTING item on the Crimond programme was among the advertisements. One of the Aberdeen churches has landed on a new scheme for raising the wind and is organizing a motor-car treasure hunt. The first prize is £100. That's right, one hundred pounds! Entry fee is a quid, the treasure hunt lasts from 2.40 till 10.30 p.m. on 28th June, and tickets can be had from George Sim and Co., Ltd., 432 Union Street, Aberdeen.

THE Scottish Rally starts off on Monday, 2nd June, and R.S.A.C. secretary A.K. Stevenson is very pleased with the entry. He figures that with just under a hundred competitors the "Scottish" will retain much of its friendly character and still be a good sporting event. Among the team entries is a trio of ladies—Miss Agnes Balfour (M.G.), Mrs. H.S.L. Whyte (Alford) and Miss A.L.C. Neil (Standard Vanguard)—very interesting if they manage to wrest the laurels from the male teams. Some of the awards are very handsome indeed and I notice our contemporary *The Motor World* is encouraging the hedonistic tendencies of the sporting motorist by presenting one of those alarm-cum-morning tea gadgets that allow you to sit up in bed on the indication that your cup of orange pekoe is ready and waiting. Nice going!

TOMORROW were for Charterhall. Provided, of course, that our heads can stand it. This evening the Winfield Joint Committee is throwing a cocktail party in the King's Arms Hotel, Berwick-on-Tweed, at which, for the sum of 12s. 6d., you can question your favourite driver on his chances for the morrow. And the meeting looks like being a good one. I see that Dennis Poore will be there with the Alfa and Joe Kelly in the Alta. With Mike Hawthorn bringing up the Cooper-Bristol for the first time and Ecurie Ecosse looking for their revenge on Jack Walton it looks as though this closed invitation event is going to be quite a do.

SIR JAMES SCOTT-DOUGLAS tells me he has purchased an H.W.M. to give him more races and the opportunity of competing among the big stuff of Formula 2. He intends to handle it cannily to begin with but hopes, later in the season, to get over to the Continent and perhaps have a go, if accepted, on the Barcelona circuit which he fancies very much.

THERE will be a real gathering of Edinburgh's motor sport enthusiasts on 2nd June, for on that day Betty Harvey hitchhikes her wagon to the Bongazoo. In other words she gets married to Archie Craig, popular M.G. official and owner of the M.G. special with the oddish name. Best man is Ian Stewart while Ron Flockhart and Phil Day will usher

all the characters whom we will hardly recognize in their Sunday-go-to-meeting outfits.

BACK to motor sport. I have received the regulations for the Scottish Sporting Car Club's inter-club gymkhana. This takes place in the grounds of Falkirk ice rink on 7th June and gives club axes the chances of matching their driving skill against each other. I hope this event gets support and certainly, being held at Falkirk, it is located to everyone.

JIMMY DUNCAN, of Melvin Motors, looks after the affairs of the Sunbeam-Talbot O.C. in Scotland and has sent me a note of the club's rally to Turnberry on 14th/15th June. To club members an S.T.O.C. event needs no introduction but to others let me say they will definitely not bend your motor in the slightest and you will have a jolly good time. Owners of Sunbeam-Talbots or Hillmans are

eligible to compete in this event even if they are not club members so, if you're interested, drop a line to F. J. Nutt, secretary, S.T.O.C., Ryton-on-Dunsmuir.

G. W. DAKIN, Secretary of the Edinburgh University M.C., has sent me a copy of the club's review of events and a very entertaining review it is. The report of the club's Novelty Treasure Hunt is a very light-hearted piece of writing and contains some notes on the ongoings of the Emmet—an ex-London taxi—which took part in the event and is responsible for a purple passage that goes like this: "Jaws dropped and eyes popped as Emmet (first in) appeared in full sail and bore down on the gesticulating officials, out went the anchors, the mains'le was reefed and we stood by to repel boarders. The Secretary appeared through the dense steam cloud around the sharp end and demanded our papers while officials took us in the rear, ransacked our belongings and looked under the bonnet for a concealed blower—or did they expect to find a V8?"

However, the writers of the review can be serious and they pay tribute to AUTOSPORT for its prompt and willing publication of items of club news.



WINFIELD SUCCESSOR: Map of the Charterhall circuit

RACING AT CHARTERHALL TOMORROW

THE first official car-race meeting at the Winfield Committee's new circuit Charterhall, takes place tomorrow, 31st May. The two-mile circuit is ideally placed, adjoining the main Edinburgh-Coldstream Road, three miles from Greenlaw, Berwickshire. The programme comprises eight races—five for sports-cars, one for saloons, one for "500s" and one for *Formule Libre* cars, over 20 laps.

Over 75 entries have been received, including Mike Hawthorn (Cooper-Bristol), who is to fly to Scotland from the Isle of Man after the British Empire Trophy race, R. D. Poore (Alfa Romeo), J. Kelly (Alfa), W. R. Baird (Ferrari), W. A. Dobson (Ferrari), Ian Sutherland and J. A. Summervail (E.R.A.s), three Ecurie Ecosse Jaguars (Dobson, Sir James Scott-Douglas and Ian Stewart)

and Bill Black's Connaught. Half-litre runners include Alex McCrashan, Pat Prosser, Joe Potts, Jack Reece, Ron Flockhart and others, totalling 17.

THE EDINBURGH RALLY

THE M.C.C.'s second Edinburgh Rally, successor to the classic Edinburgh Trial, starts tonight, 30th May, at 8 p.m., from three points: Buxton (Palace Hotel), Bristol (Mile 3 Roadhouse) and London (Godfrey Davis Ltd., Neasden Lane, N.W.10). Competitors, totalling 152 motor-cycles and cars, head for Kenilworth, Harrogate, Buttertubs Pass, West Stonesdale, Keswick, Carlisle, Penicuik and finally reach Edinburgh from 4.54 p.m. on Saturday, 31st May. There are six special tests. Apart from its competitive and scenic attractions, the "Edinburgh" forms a convenient link with the Scottish Rally, of the R.S.A.C., which begins on 2nd June.

FARINA LEADS (Right) The three works 4-cylinder Ferraris of Farina, Taruffi and Simon head the rush down to the first corner on the opening lap of the Swiss G P

THE Swiss G P, on 18th May, the first Formula 2 event to count for the World Championship, proved to be another Ferrari victory as reported in last week's *AUTOSPORT*. The British H W M, Frazer-Nash and Cooper-Bristol entries and the French Gordins put up a creditable show, however, suggesting that the Italians can expect no easy run of successes this season. After Piero Taruffi's fine second place in last year's Formula 1 race with the 4½-litre Ferrari, his win this year was deservedly popular.

On the day of the race Gonzalez and Fangio were absentees, having returned to Argentina. As the cars lined up on the starting grid it was noticeable that green vied with red as the predominating colour for the first time in a world championship race. The starting positions were as follows:

Manzoni (Gordini) 2.52.1	Taruffi (Ferrari) 2.51.5	Farina (Ferrari) 2.51.3
de Graffenried (Maserati) 2.56.4	Behra (Gordini) 2.57.5	Collins (H W M) 2.58.2
Wharton (Frazer-Nash) 3.00.9	Moss (H W M) 3.01.2	Stuck (AFM) 3.01.7
Schell (Maserati) 3.07.6	Brandis (Cooper) 3.08.8	L (Veritas) 3.08.8
de Terra (Simca)	Ritter (Ferrari) 3.11.1	

NEW BLOOD. With Villoretti incapacitated, the Ferrari team vacancy was filled at Berne by the Frenchman André Simon, erstwhile driver of Simca-Gordinis



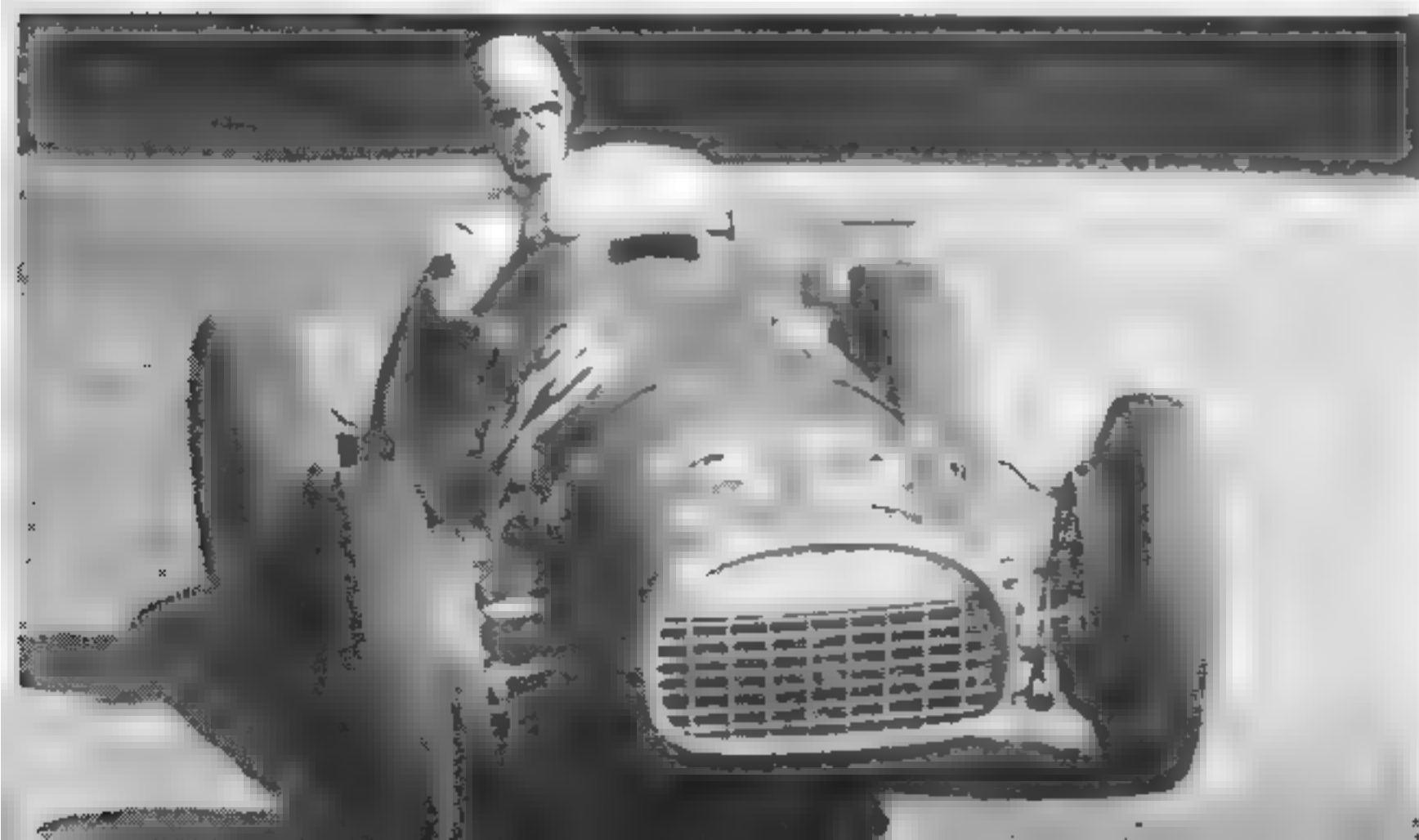
FORMULA 2 GRAND PRIX

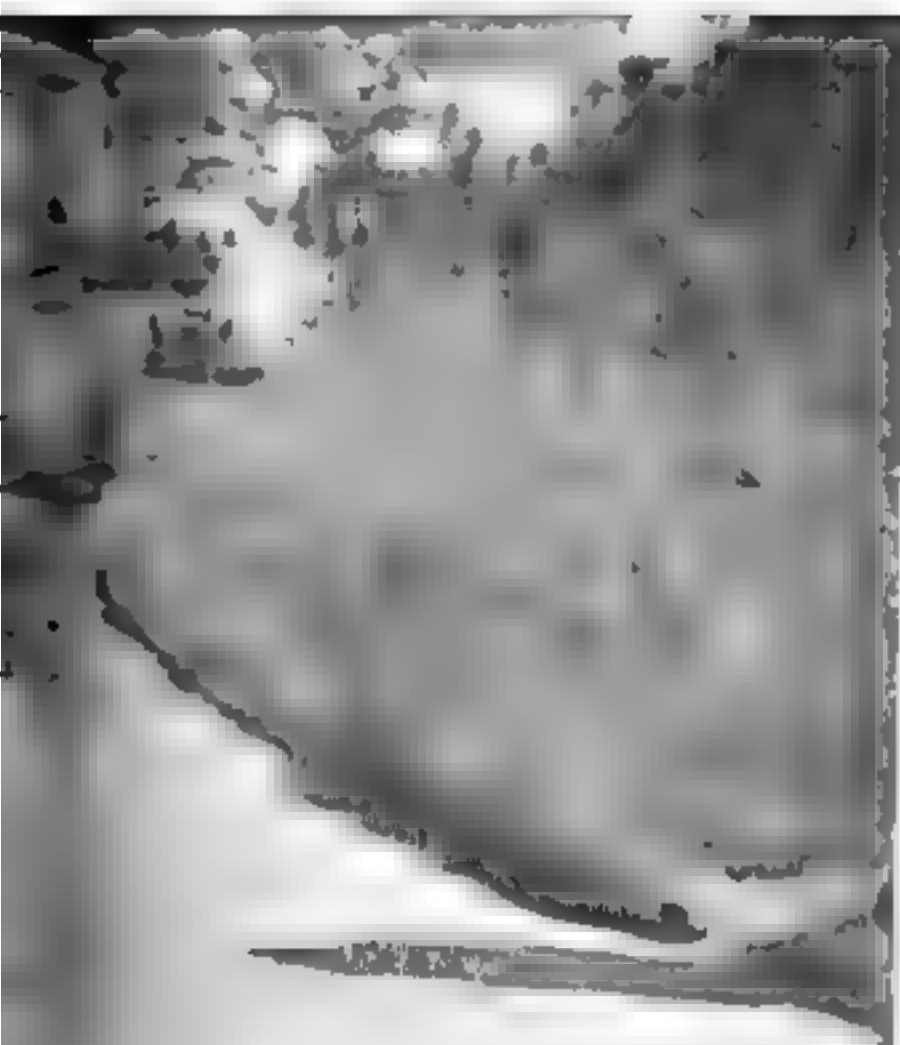
The Story of the Swiss Grand Prix
Round in the 1952 World Championship

The cars stood sparkling with colour in the sun whilst officials were having a great deal of trouble clearing the starting area of unauthorised persons and mechanics. At the 30 seconds signal the noise of engines increased to full

pitch, and as the President of the race Massara, dropped the Swiss flag the two Ferraris of Farina and Taruffi leapt into the lead. Within a very short time the first cars came by, Farina already with a considerable lead over Taruffi. The

CONTINENTAL DEBUT. J. Richmond both finished at B. Eric Brandon, seen here





AD PRIX

hip

casualty came into the pits, this being de Terra's Simca, which continued two more laps before retiring completely. Moss on the second lap had already forced his H.W.M. from fifth to third place and was trailing Taruffi

Bristols of the Ecurie
a little place while
on four.



closely. Roster was already missing, and enquiry showed that he had crashed his blue Ferrari through the straw bales, fortunately not seriously. On the third lap Stuck made a call at the pits, then continued for another lap, only to retire at the same time as Ulmen with the Veritas. With the field already thinning, Jack turned against Moss who called at the pits to change his plugs and thereby dropped to 17th position. On resuming, however, he drove with his usual verve and quickly pulled up many places. The Swiss Fischer, lying 10th, also began to pull up, and left Brown and Collins behind him.

After 10 laps the race positions were Farina, Taruffi, Simon, Behra, Abecassis, Bira, Manzon, Wharton, Fischer. Wharton's Frazer-Nash was going like a train, Ken matching the Ferrari drivers on his cornering, although being outclassed in speed on the straights. Jean Behra driving magnificently, never left Simon's Ferrari in peace, driving close on his countryman's tail and trying to pass him at every opportunity. On the 12th lap fate struck a blow at the H.W.M. team. Abecassis lost a wheel on the corner at the end of the finishing straight, the car crashing and George being thrown out on the track and badly shaken. Shortly afterwards Peter Collins, coming out of the Fribourg corner, also lost a wheel which came over the spectators' barrier and was fortunately deflected by the top of a tree into a yard where no one was standing. Collins luckily managed to bring his car to a standstill at the side of the road. By now Fischer had worked his way into fourth place, having passed Wharton, Manzon and Bira, and as he set off in pursuit of Behra he increased his lead over Bira lap by lap.

On the 16th lap Farina's motor sounded a little woolly and before long he came to a halt, leaving Taruffi in the lead with Simon second. On the 18th lap Manzon drove to the pits with his water hose torn away. At twenty laps the positions were: 1, Taruffi; 2, Simon (6.4 secs. behind); 3, Behra (9 secs. behind); 4, Fischer; 5, Bira; 6, Wharton. Then Simon on the second Ferrari was signalled to the pits and Farina took

over, the change-over being utilised to refuel. As soon as the car's filler cap was opened, Fischer's mechanic G.ri, who had been waiting at the Ferrari pits for such an opportunity, inserted a d.p. stick as a check as to whether his own Ferrari would need to refue.

Behra also made use of this stop and went into second place. On the 24th lap Moss and Macklin were called in, the latter with a broken shock absorber, so all the H.W.M.s were out. Raymond Mays was seen to be making most odd signals from Ken Wharton's pit, and on the next lap Ken came rocketing into the pits, taking on fuel in 11 secs. Taruffi was driving beautifully and had lapped all except Behra, Farina and Fischer. At 30 laps he led Behra by 17 secs., while Farina was trying really hard to make up the 20 secs. between himself and Behra. On the 31st lap Harry Schell, who had been on a string-gathering expedition together with Eric Brandon earlier on, broke his crankshaft. On the 36th lap Farina regained his second place, and at last Manzon's Gordini rejoined the race, only to fall out again with a broken chassis. On the 41st lap Behra called at the pits, having lost his exhaust pipe; the hot gases were blowing directly into the cockpit and as a temporary remedy the mechanics poured a bucket of water over Behra, and he continued whilst they worked to take off the pipe from Manzon's car. On being recalled to the pits it was found that the pipe was too small and Behra had to carry on whilst it was enlarged. In the meantime, however, Fischer had passed and was now in third place. On the 44th lap Behra finally received his exhaust pipe but was now 70 secs. behind Fischer, who at this stage was lapped by Taruffi now 40 secs. ahead of Farina, whose engine no longer sounded healthy.

At 50 laps de Graffenried refuelled, and at the same time Farina's Ferrari came round sounding like a steam roller. Taruffi took on a precautionary amount of fuel on his 54th lap, and Bira's car came to a standstill on the circuit, leaving only eight cars out of the original 21.

Continued overleaf

MISHAP After the H.W.M.s of Peter Collins and George Abecassis shed their wheels at Bern. John Heath flagged in Moss and Macklin with the other two cars. Picture shows Abecassis's car after crashing with Farina (Ferrari) passing.



Formula 2 Grand Prix—continued

With Farina out of the way, Fischer, now in second place and knowing the capabilities of his car, increased speed to catch Taruffi, now slowing up, and a few laps from the end he overtook the works Ferrari to place himself on the same lap as Taruffi, driving with such verve in the last two rounds that he regained almost half a lap on the winner.

Jean Behra came home third, and the sensation of the day was Ken Wharton's fourth place in the Frazer-Nash whose only apparent alteration from standard was the light single seater body. As George Boyle intends further to improve this car we can look forward to great things from Wharton in later Formula 2 races this year. Fifth place went to the Cooper-Bristol driven by Alan Brown, whose determination and tirelessness showed that with further experience in Formula 2 he will be a force to be reckoned with. Final placings were Taruffi, Fischer (both 62 laps), Behra (61), Wharton (60), Brown (59), de Graffenried (58), Hirt (56) and Brandon (55).



STARS OF YESTERDAY: (Above) Rudolf Caracciola, pre-war Mercedes-Benz G.P. driver, who crashed during the Berne sports-car race, seen with Raymond Mays before the race.



THE PREIS VON BERN SPORTS-CAR RACE

WITH an entry list including Mercedes-Benz, Ferrari, Lancia, Aston Martin, Talbot, Jaguar, and the new V-8 Fiats, the Preis von Bern for sports-cars of over 1,500 c.c. promised to be one of the highlights of the season. This promise did not, however, mature.

On Thursday's practice it was clear that the works 4.1-litre Ferrari entrusted to the Swiss sports-car champion Daetwyler was going to worry Mercedes. On his second practice circuit he broke his old lap record set up on the V-12 4½-litre Alfa Romeo, with a new figure of 2 mins. 56.7 secs. The best Mercedes were able to do was the 3 mins. 00.5 secs. of Caracciola followed by Lang (3 06.1) and Kling (3 09.0). After the practice Caracciola shook his head, declaring that the pace was too high for the Mercedes.

At the same time came the news that there would be no DB 3 Astons running and that Parnell and Duke would be driving DB 2s. Count Lurani stated that the Fiats would also not be running.

On Friday's practice Daetwyler improved his time to 2 mins. 55.6 secs. while Kling got down to 3 mins. 00.1 sec., but neither he nor the other Mercedes drivers could break the 3 mins mark. The two Aston Martins were running well and Parnell's 3 mins. 11.5 secs showed that they could not seriously hope to challenge the Germans but would have an advantage over the smaller Lancias. Bonetto on the XK 120 special with bodywork resembling the C type Jaguar was fractionally slower than Geoff Duke on the other Aston. The starting list was reinforced at the last minute by Carini's 2.5-litre Ferrari.

In the wonderful sunny weather which Berne had been enjoying since the practice days, the cars lined up, with Caracciola, Kling and Daetwyler in the front row, Parnell and Lang in the second and Duke with Bonetto and Fagioli in the third.

Promptly at 1.55 the flag fell and the cars leapt forward, but it was Mercedes in the lead and not Ferrari, for the unexpected had already happened and

Daetwyler was left on the starting line, his engine roaring in vain with the transmission broken, leaving the race a certain Mercedes victory. Daetwyler's car was pushed away, proving his team manager's words, "You cannot lose unless you try to go too fast." With Daetwyler out and no real opposition left the four Mercedes drivers indulged in a bit of light fight which was certainly not a show staged for the public's amusement.

On the first lap the maroon car of Caracciola was two yards in the lead from Lang, Kling, Riess and Bonetto. On the second lap the cars were even closer together, with Lang now leading Caracciola and Kling. At five laps the positions were Lang, Kling, Caracciola, Riess, Bonetto, Duke, Parnell, Fagioli, Bonetto, Carini's 2.5-litre Ferrari having followed Daetwyler's into the dead car park on the fourth lap. Kling had evidently made up his mind to take the lead and did so in no uncertain way on the eighth lap. The two Lancias were hard on the heels of the Astons but were clearly lacking in c.c.s to tackle the larger cars. Geoff Duke was showing great promise in his first European sports-car race as he consistently led Parnell. Only Bonetto on the Jaguar Special was capable of maintaining the speed of the leading Mercedes, but he paid the price on the 10th lap, coming into the pits with bearing troubles.

The tremendous battle between the Mercedes drivers was now the only interest in the race, but on the 16th lap fate struck against them. Caracciola, making an all-out effort to regain the lead, met with disaster, his car leaving the road at the Forsthaus bend and striking a tree, the Mercedes being completely wrecked and Caracciola being taken to hospital with a broken leg and suspected fracture of the jaw. The car in its progress felled a tree across the circuit, and only quick work by officials saved a further accident. This seemed to cool the Mercedes drivers off and the positions remained unchanged to the end of the race. Final positions were: 1, Kling; 2, Lang; 3, Riess; 4, Duke; 5, Parnell; 6, Bonetto; 7, Fagioli.

HANS TANNER

SERPENTINE SILVERSTONE

Circuit Variations by the
Maidstone & Mid-kent Club

THE Maidstone and Mid-Kent Motor Club were at Silverstone on Saturday, 24th May, in glorious weather, and elected to use a new variant of the B.R.D.C.'s Club Circuit. This included an additional elbow thrown out from the triangular course used by the V.S.C.C. earlier in the month, the circuit bending left after Beckett's hairpin, right again at the end of a short straight, and again into the short run to Woodcote. Drivers appeared to view this labyrinthine affair with mixed feelings, depending on the nature of their machinery, and the Half-Litres in particular found the new kink definitely tricky, being both difficult to sight and awkward to navigate; so much so that the Ancient Order of Tub-Thumpers increased its membership considerably before practice was over.

The organization was pleasantly informal, so much so that the number of spectators on the inner side of the circuit exceeded those without, whilst there was a certain amount of "walking behind the bowler's arm" on corners which cannot have assisted drivers' judgment, despite the tasteful array of Christmas trees which the oil-drums now sprout here and there. However, it was a fine day and everyone enjoyed themselves.

Race 1 began late, due to extra time for practice, and consisted of various Balilla Fias, Rileys, an M.G. and several gentlemen called Pannell, which were eventually sorted out, and it became apparent that le Strango Metcalfe's brisk



CONNAUGHT WIN: The chequered flag is waved for Ken Downing in the Formule libre event. He made fastest lap at 66.4 m.p.h.

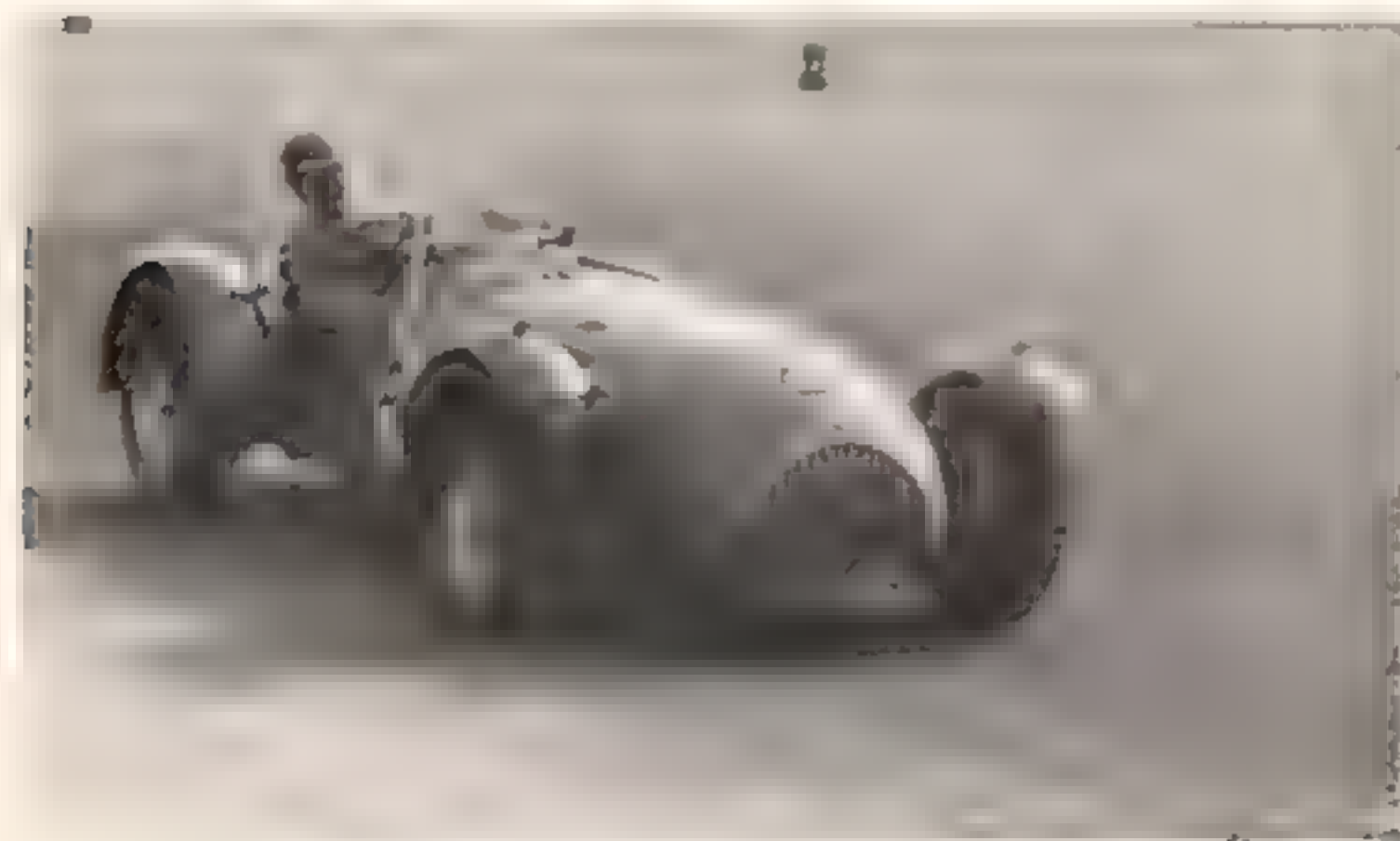
little black Balilla was going to get there first, despite a determined challenge from Len Gibbs's Riley, which is doing so nicely this year. Len didn't appear too happy on the slower turns, changing down on the peak of the bends and pulling away uncertainly, but he hung on to the well-driven Fiat, losing a little ground, to finish second ahead of L. R. J. Wilson's smart and special Riley.

Another 7-lap scratch race for unblown sports-cars up to 1,500 c.c. was led initially by C. M. Sears's ever-willing Frazer-Nash, but the lead soon passed to P. D. Gammon's bulbous-nosed 1,497 c.c. M.G., with Shipside's TD M.G. hot in pursuit. Further back a scrap developed between the Spa H.R.G.s of Siddaway and Mrs. Bluebelle Gibbs and L. Marr's veteran Aston Martin. There was something of a tail in this race, with which the leaders became embroiled before the finish. Sears weaving through ener-

getically with his lurid shirt blown half off his back. Gammon won from Shipside at 59.71 m.p.h.

The 10-lap Half-Litre race produced a vast field, headed by a ding-dong dust-up between the Coopers of A. J. Nurse and Tom Leigh. The lead changed time and again, and there were a number of retirements, Beauman's Cooper losing a chain and various people bashing the drums about. T. J. Clarke's C.B.P. came to rest facing "upstream" for several sticky moments, and the already tricky elbow was still further enlivened by a marker drum spun into the course at the release of the corner, which remained there despite much Continental gesticulation, the marshals evidently taking the line that "thee knocked it down, reet, then thee pick it oop." Jack Moor's Wasp was taking an unaccustomed position some way behind the leaders, being handicapped by Not Enough Knockers to its Norton, a spare "single wipe" engine having been fitted at the last moment, but Alan Moore's J.R.S. Triumph was going well, and finished in third spot behind Nurse and Leigh.

Race four was a BMW battle between Charles Bulmer in Willis's BMW-Bristol and W. S. Kenyon's FN-BMW. A. D. Tasker and J. B. de Edwards's outwardly identical green Healey Silverstones scrapped for third place, Tasker drawing away, and W. S. Perkins's Hurg hung on behind them. Bulmer won at 61.38 m.p.h. Next came the racing-cars, 1,100 c.c. S and 2,000 U.s. Ken Downing's 2-litre Connaught was in fine form and dominated the race from the start. Clairmonte's 1,970 c.c. Riley and Webb's blown 1,100 c.c. Turner duelled for several laps until Clairmonte retired, his car depositing quantities of oil on the course, which somewhat delayed the start of event six for unblown sports-cars over 2,500 c.c. This race included a special Vintage award, and Quartermaine's 30 98 Vauxhall was opposing a number of Bentleys, of which J. A. Williamson's habitual circulator was a non-starter. Roy Salvadori drove his XK Jaguar with great abandon, but E. P. Scragg's 3,442 c.c. Alta-Jaguar stayed him off to the finish, challenged all the way



ONE TIME G.P. CAR: E. P. Scragg's Jaguar-engined Alta at Woodcote in Event 6. This potent sports-car was originally George Abecassis's 1½-litre supercharged Grand Prix Alta.

Serpentine Silverstone—continued

J. Goodhew's lengthy Lagonda took third place and Major Bailey's Bentley beat Burton's to the Vintage award.

The 10-lap handicap for club members' sports-cars up to 2,500 c.c. saw only four cars come to the line, after Downing's 2-litre Connaught had been shoed away and was a protracted and much spread-out affair, interest devolving on whether Dr. Nixon's XK Jaguar could catch A. L. Evans's Ford-engined Wade-blown "Nimrod". Hayward's cornering of the 2½-litre Riley saloon was quite something, and Birch's Austin A40 Sports circulated steadily. Nixon couldn't make it, Nimrod won and the Austin came third.

Finally the 20-lap *Formule Libre* race lined up, with G. N. Richardson's R.R.A. opposing Ken Downing's Connaught, the Molsheim Bugatti of Sievwright and the non-Molsheim version of the Hon. E. Greenall, Murkett's XK and Kenyon's Cooper 1,100 looking like making a brisk race of it. Richardson led from the start with Downing a couple of lengths behind for four laps. Sievwright's Bugatti headed the Cooper and Greenall's Bugatti till it disappeared from the scene, Murkett passed Greenall and Richardson began to look unhappy, was passed by the Connaught, and continuously glanced anxiously backwards and downwards as he left the corners. Downing pressed on, driving impeccably and taking a pretty line through Woodcote, and built up a nice lead, establishing a record lap of 66.4 m.p.h. The R.R.A. sounded momentarily happier on lap 11, and went in pursuit, but having caught Kenyon's Cooper to take second place, the motor failed to come on again after a corner and Richardson's ride was over. Kenyon also retired, while Downing went serenely on to win,



"Steady, Jack—it once came off in your hand at Shelsley," E. J. Moor corrects a slide going into the elbow

twice lapping Murkett's Jaguar in the process, Greenall's Bugatti finished second, and Murkett came into third place some way behind.

The meeting finished with the presentation of awards by Mrs. Joan Gerard.

GEORGEY DEAN

RESULTS

Event No. 1: 1, C. le Strange Metcalfe, 14 mins. 4.2 secs. (54.49 m.p.h.); 2, Len Gibbs, 14 mins. 36 secs.; 3, I. J. R. Wilson, 14 mins. 41.6 secs.

Event No. 2: 1, P. D. Gammon, 12 mins. 50.2 secs. (59.71 m.p.h.); 2, T. K. Shipside, 13 mins. 5.4 secs.; 3, C. M. Sears, 13 mins. 22.2 secs.

Event No. 3: 1, A. J. Nurse, 17 mins. 58 secs. (60.95 m.p.h.); 2, Tom Leigh, 18 mins. 0.8 secs.; 3, Ecurie Balat (A. Moore), 18 mins. 3.2 secs.

Event No. 4: 1, C. H. Bulmer, 12 mins. 29.4 secs. (61.38 m.p.h.); 2, W. S. Kenyon, 12 mins. 51 secs.; 3, A. D. Tasker, 12 mins. 53.2 secs.

Event No. 5: 1, K. Downing, 16 mins. 12 secs. (64.92 m.p.h.); 2, C. H. Bulmer, 17 mins. 39 secs.

Event No. 6: 1, E. P. Scragg, 12 mins. 31 secs. (61.24 m.p.h.); 2, R. Salvadori, 12 mins. 32.2 secs.; 3, J. Goodhew, 13 mins. 8.6 secs.

Vintage Award: 1, No. 39, Major H. Bailey, 2, 33, G. H. G. Burton

Event No. 7: 1, A. L. Evans, 21 mins. 24 secs. (50.97 m.p.h.); 2, Dr. D. Nixon, 19 mins. 24 secs. (+ 3 mins. 15 secs.); 3, B. J. Birch, 22 mins. 51.2 secs.

Event No. 8: 1, K. Downing, 33 mins. 44 secs. (64.92 m.p.h.); 2, Hon. E. Greenall; 3, E. Markett.

BUGATTI O.C. SILVERSTONE MEETING

A programme of one-lap sprints, a five-lap Bugatti handicap, a sports-car relay race and 10-lap scratch races for 500s, Formula 2, *Formule Libre*, and sports-cars up to and over 2-litres, will be run off by the Bugatti O.C. at their Silverstone race meeting on 14th June. Clubs invited to take part are Bentley D.C., Bristol M.C. and L.C.C., Half-Litre A.M.O.C., V.S.C.C., M.G.C.C. and Nottingham S.C.C.

SCARBOROUGH WEEK-END

THE joint Rally/Trial events of last week-end organized by the Yorkshire Centre of the B.A.R.C., resulted in a win for W. F. Grantham (Jaguar) in the Scarborough Rally, and for Edward Harrison (Harford) in the Wilson Trophy Sporting Trial. Details will be published next week. Provisional results are as follows—

Scarborough Rally

General Classification: 1, W. F. Grantham (Jaguar); 2, A. Richardson (H.R.F.); 3, D. Butterwick (M.G. 1½).

Ladies' Prize: Mrs. P. Appleyard (Jaguar).

Novice Prize: F. V. Lewis (M.G. TD).

Team Prize: The "Red Rye" Team—K. Bancroft (Morgan), J. H. Ray (Morgan), R. E. Berry (Jaguar).

Class 1: 1, R. Walshaw (Minx); 2, K.

Shield (M.G. 1½); 3, E. Elliot (Nanbeam Talbot 90).

Class 2: 1, J. M. Brook (Riley 2½); 2, T. A. Smith (Rover P4); 3, F. M. Marsh (Healey).

Class 3: 1, W. D. Bleakley (M.G. 1); 2, R. H. Dickinson (M.G.); 3, A. Stross (M.G.).

Class 4: 1, J. H. Ray (Morgan); 2, K. Bancroft (Morgan).

Class 5: 1, D. F. Ryder (Cooper-M.G.); 2, H. R. Payne (Mercury Spl.).

Class 6: 1, R. E. Berry (Jaguar); 2, J. Kingston-Whittaker (Healey).

Wilson Trophy Trial

Best Performances: Edward Harrison (Harford).

Runners-up: T. C. Harrison (Harford); R. W. Phillips (Austin-Javelin).

Opposite Class: D. S. Rayner (Allard).

Novice Award: R. P. R. Habershon (Harford).

Team Prize: "The West Riders"—T. C. Harrison, M. Wilde, G. P. Mosby.

1st Class Awards: M. Wilde, C. Corbishley, A. D. Alldred, P. Clegg.

B.R.M.A. ENCLOSURE AT DUNDROD

THE B.R.M. Association announce that a special B.R.M.A. enclosure will be available for Members at Dundrod, for the Ulster Trophy Race on 7th June. This will be situated directly opposite the B.R.M. pits, and an information tent will also be set up.

SCOTTISH RILEY PEBBLES RALLY

SUPPLEMENTARY Regulations have been issued by the Riley M.C. (Scottish Centre) for an event listed in the Calendar for 6th July, which is to be known as the "Pebbles Rally", the title of a popular pre-war Riley M.C. fixture.

On 14th June, the Centre's Western Rally takes place over a 40-mile course, starting from the Balgaffray Filling Station at the junction of A809 and B8050.

BOREHAM DATE CHANGE

THE next Boreham race meeting of the West Essex C.C. is to take place on 21st June, and not the 14th, as published in the R.A.C. Calendar. This change has been effected to avoid clashing with Le Mans.

The programme includes events for sports-cars, Formula 2 and *Formule Libre* racing-cars, and a special XK 120 Jaguar race over 10 laps. Entries to reach the Secretary of the Meeting, G. E. Matthews, by 16th June.

DUSTY DRIFT

THE M.G. illustrated on page 655 of our last issue was driven by R. W. Brown, and not by K. Edmundson, as stated in the caption.

Correspondence

The Bond and the Invacar

AFTER reading John Bolster's remarks on the Bond Mimicar, I am tempted to write and give a few details of the Invacar Invalid Tricycle, which is powered by a 197 c.c. Villiers two-stroke, as used in the Bond.

Acceleration from 0-30 is 10½ secs. and cruising and top speeds are roughly the same as the Bond. As a matter of interest Reigate Hill can be climbed in top gear.

The road holding qualities of the Invacar are not all that good, but once the owner gets to know his machine, it can be cornered quite fast.

I am now waiting for some Bond owner to do me battle on the open road.

RICHARD H. DENSHAM

SUTTON, SURREY

Invite Mercedes-Benz to Boreham?

I HAVE the West Essex C.C., who are organizing the race meeting on 2nd August, at Boreham, considered asking Herr Neubauer to bring over the pre-war Mercedes to compete in the *Formule Libre* race?

P. RUTLEDGE

CRICKLEWOOD, N.W.2

More Views on Silverstone

MAY I suggest that those responsible for the marshalling arrangements at Silverstone on 10th May take a few lessons on their duties from Mr. Bill Jarman who acts as chief marshal at B.M.C.R.C. meetings.

In the first place, I am quite sure that Mr. Jarman would not allow 27 marshals, police and first aid people in the space of 50 yards at Copse corner. Most of these marshals, I might add, seemed to be there to get the best view. The fact that these 27 people spoil the view of the racing for people who were keen enough to get up very early in the morning to get a good place did not seem a matter of much.

B. J. HILLETT

HUNTINGTON

As a mere woman, but as a keen motor-racing enthusiast, after viewing the Formula 2 class at Silverstone on 10th May, I can only say let us revert back to Formula 1.

I would sooner watch a procession of Alfas than the collection of cars gathered that day, many of which blew up in the first two or three laps of the final of the Trophy race, which surely goes to show they just haven't the stability for long-distance races.

JEANNE E. PEYTO

WELLING, KENT

I SHOULD like to offer some comments on Britain's premier motor-race circuit.

A more inaccessible locale could hardly exist. It is untold miles from Blisworth station and then has taken me an hour by bus, over traffic-jammed roads, to get within walking distance. The bus abandons the attempt to get within arm's length of the track and wisely dumps its passengers in Silverstone village. A steady tramp of about a mile then brings one to the nearest entrance and if it has chanced to rain beforehand one can be sure of a good coating of mud even before arrival. My progress on foot, incidentally, was much faster than that of the unfortunates who tried to reach the course on four wheels.

However, I am an enthusiast, so I care nothing for these things even if I am late for the first event. But this is only the beginning. At the *Daily Express* sponsored meeting on 10th May the commentary which the spectators heard was quite inadequate. It was uninformative, sometimes incorrect, devoid of wit and frequently silent. On a large course where only parts of the track are visible to spectators, a first class commentary is essential if one is to know what is happening. I have no doubt that the B.B.C. commentary was adequate as they know their job, and if John Bolster is not available for

the local commentary the organizers should find a professional who is.

And why the ridiculously long intervals between each event? An afternoon's racing was spread over a whole day and the 45-minute intervals were bridged with items which frequently failed to fill the gaps. What have we done to deserve this? And why do they permit so many unofficial programmes to be offered for sale inside the circuit? I heard several spectators complaining when they found that in their haste they had purchased unofficial programmes at exorbitant prices which failed to give even the most elementary information. Why is this sort of thing not prohibited?

And what about getting some chesnut fencing erected around the course in place of the inadequate ropes which permit spectators to invade the grass verge and impede the view of more orderly folk, apart from taking risks themselves? Expense? This is Britain's premier circuit; remember?

I suggest the organizers pay a visit to Goodwood. These Philistines would then see how these things are managed. The clockwork efficiency and friendly, cheery atmosphere of Goodwood are a pleasure to all.

DOWNTRODDEN SPECTATOR.

BRIXTON S.W.9

Trials Regulations

I SHOULD like, if I may, to encroach once more upon your valuable space to sum up the discussion on Regulations for Trials Cars.

Much of what has been printed since my original letter seems to bear out my own contentions, that there are at present only a small number of regular competitors and that would-be trials drivers are "frightened off" by the present way of running things.

I originally suggested that there is a hard core of approximately 50 regular trials drivers in comparison to some 8,000 competition licence holders and your own admission that only 52 drivers sent postcards to you as a result of your poll suggests that I may not have been far off. I am aware that not all regular trials drivers answered your poll, but at the same time, since 78 per cent. of the 52 who answered suggest no change is necessary, I rather assume that a few more answers from trials drivers who have not already written would probably not bring the total of competitors desiring no change much above 50.

I have been suggested to me verbally that I set out to "kill" the "Special" and in effect that "Dont wants everybody to spend £1,500 on a motor-car and then smash it to pieces on a trials course". This is, of course, utterly ridiculous and I was very careful in my original letter not to suggest that "Specials" should be banned and that the impecunious enthusiast is not as entitled to "have a go" as the competitor who is financially better placed. All I am asking is that the regulations should be framed in such a way that the weight distribution and centre of gravity (as well as the appearance) of trials cars should be controlled to make them approach more nearly to a normal production sports-car and thus endow the Trials Special with a greater degree of stability and controllability and thus, a greater degree of safety.

The above suggestion would still allow the impecunious enthusiast to install a Ford "Prefect" engine in an Austin Seven chassis, but with the weight distributed like a more normal road-car. Thus the man with such a cheap Special would be



Correspondence—continued

on the same terms as a man with a TD M.G., a Healey "Silverstone", an H.R.G., any model Allard, a Singer "Roadster", a Jaguar XK 120 or, in fact, any type of sports-car whose ability to motor safely on the road is unquestioned.

Surely two photographs which appeared in the same issue of AUTOSPORT suggest that legislation is timely. E. J. Chandler's car was shown upside-down during a Special test in the recent "Versatility" Trial—a test which did not cause any normal sports-car to turn over. This car later made best performance in the "Trials" part of the event, which suggests that the car is suitable for modern trials sections but unsuitable for quick manoeuvring on the road. In the same issue was a photograph of Pat Atkinson's car with the front wheels several feet off the ground and I am curious to know how one steers such a vehicle without the steering wheels being in contact with terra firma.

What is so terribly wrong with the suggestion that weight distribution should be more normal? What is wrong with the suggestion which would allow organizers to use thoroughly sporting but less damaging sections, thus allowing people whose cars are valuable property to compete and to swell the entry lists along with those who are unable to afford or obtain a new sports-car but who, if building a Special can just as easily place the engine further forward and the seats in front of the rear axle and lower, as build them to meet the current Regulations?

I note that Messrs. Toulmin and Flather reiterated one last point of mine and I am pleased to see that other people agree with me—i.e., that many events run under the present rules are being subsidized by the subscriptions of those club members who are disinclined to compete under present circumstances and ruin a perfectly good and expensive motor-car, and I sincerely hope that this point will be recognized by clubs and that those responsible for controlling the sport will pay a little heed to people who might be competitors if given half a chance.

F. DENNIS DENT.

LONDON, W 3

One for Formula 2

I FEEL I am writing for everyone when I say how pleased I am to hear that the British Grand Prix is to be for Formula 2 cars. Never have so many race organizers been led up the garden path so often by so few people! By this, of course, I mean the manner in which B.R.M.s have behaved, entering and scratching their cars at will and turning down really good chances of proving their salt, as at Turin.

The present and the future hold much more for the enthusiastic follower of the sport. Let us thank our lucky stars for people like John Heath and John Cooper who have produced cars that can REALLY race and who have personally put the name of Britain on the racing map. Looking through the records, one sees that H.W.M.s didn't win a race on the Continent last year, but they have built up for themselves a reputation as fighters to the last. They have ALWAYS had a car on the starting line—they have NEVER let the organizers down. That's the sort of record that looks like business.

Then there are the little Cooper-Bristols, produced quickly and without pomp or ceremony. The future of this car looks very promising indeed, and may well chase the Italians out of their top position in Formula 2. But, of course, John Cooper had a big hand in the bringing about of this car, so we almost take it for granted that it will be successful!

M. C. STEVENS.

PLINEY, S W 15

The B.R.M. and the Silverstone Formula 1 Race

I AND I am sure many hundreds more, am appalled by the contents of your recent editorial in which you suggest that the B.R.M. organizers are unlikely to enter cars for Silverstone on 19th July because the Formula 1 race will not be the major event of the day.

This is surely the perfect way to achieve a complete eclipse of Formula 1 machinery and would be madness. The B.R.M. team must announce at once that they will be there in force without fail, to encourage entries for the Formula 1 event from the Continent, and to show the world that we have a car that goes, even if luck has been against it heretofore.

I bought tickets for 19th July the moment details of the Formula 1 race were announced, to see the B.R.M. in action—the car that I have done my little bit to support for several years—and if I am to be denied this pleasure then the B.R.M. has one less supporter.

By the by, I hope the organizers do not decide to withdraw the B.R.M.s from Boreham on 2nd August on any grounds that it would be *infra dig* to have them in the same race as Formula 2 machinery.

P. DENDY

CHILMSFORD, ESSEX.

The Morecambe Rally

I READ Mr. Wilkins's account of the above event with great interest, but was somewhat surprised by his remark that "with an entry of 300 the L.A.C. can claim the best-supported event in the country since the R.A.C. Rally at Blackpool in 1938". Assuming that an "r" has not crept in by error, I feel that this is a somewhat ill-advised attempt to gild a lily which does not need such attention. The M.C.C./Daily Express Rallies of 1950 and 1951 attracted entries of 470 and 450 respectively. Further, my number when competing in the Land's End Trial of 1939 was 375 and there were a lot more cars behind me!

JOHN GOTT

ST. ALBANS, HERTS.

The A.R.M.

LORD CHARNWOOD has paid me a compliment by saying that he enjoys my letters and to prove it he answers them. Perhaps I may be allowed to reciprocate by replying to his letter in the issue of 2nd May.

The A.R.M. designer, in his second paragraph, admits my point that for good torque a 4-cylinder is better than a V-12, which is best for power. Next he rejects my suggestion for a V-8 because of the relatively poor balance of this arrangement. This is far from the true case for a V-8 can be perfectly balanced. The primary and secondary couples are in natural balance as are the secondary forces, whilst the primary forces can be balanced by the correct counterweights.

Lord Charnwood suggests that there is nothing to gain from the use of four-wheel drive and defends his point by noting that Professor von Eberhorst has shown this to be so. What the Professor had pointed out was that, if no weight penalty was involved, then there was an advantage to be gained with four-wheel drive. That was in 1939. This year he has stated that the use of four-wheel drive seems to be the next logical step in racing car design. He has shown that theoretically on a fast track a four-wheel drive car would lap eight per cent. faster than a two-wheel drive car, both cars having the same engine power. To equal this improvement the two-wheel drive car would need a 60 per cent. increase in power. I am disposed to think that when a balance is struck between the increase in acceleration and the penalties of extra weight and decreased transmission efficiency it will favour the four-wheel drive car.

It is interesting to note that in 1934 the late Dr. Porsche filed a patent (British Pat. No. 450,793) covering the design of a four-wheel drive racing car. Among the notable features of this car were the use of three engines, with either all three or two of them at the rear and hydrodynamic gearless transmission.

I wonder if Lord Charnwood has ever considered drawing up a comparative table of the leading data from the V-12 three Mercedes and the 4-cylinder three Offenhauser. I think he will find it very interesting. These two engines will when compared, throw some light on the problems of the four versus the 12-cylinder.

IVOR H. SMART

LONDON, N W 2.

We are delighted to receive letters intended for publication. We do not insist on typewritten copy, but please write in a hand we can decipher, and on one side of the notepaper. The Editor is not, of course, bound to be in agreement with opinions expressed by readers, but this does not mean that subjects will be excluded on these grounds.



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NEWS FROM THE CLUBS

SPEED AT STAVERTON: Air Vice-Marshall D. C. ("Pathfinder") Bennett making B.T.D. with his 998 c.c. Cooper-Vincent at the Cheltenham M.C.'s Speed Trial meeting at Staverton airfield last Sunday. He clocked 29.6 secs.

RILEY HIGHLAND TRIAL

The Riley Motor Club (Highland Centre) Closed Invitation Timed Trial took place amid delightful scenery, although heavy rain spoilt the views. The winner was R. P. McIntosh (Riley 2½), second was D. A. Davidson in an M.G. TC, and third was S. A. Anderson (Austin A 90).

In the class up to 1,100 c.c. A. Wildgoose (Riley Lynx) was first, M. D. Lindsay (Riley Monaco) was second, and N. F. Taylor (Singer Roadster) third.

SUNBEAM REGISTER WOLVERHAMPTON WEEK-END RESULTS

17th/18th May

Age Mileage Rally: 1, H. Mendi (1931 Twenty), 393½ miles, 8 bonus marks; 2, J. S. Stubbs (1935 Twenty), 172½ miles; 3, R. C. Carter (1915 ex-W.D. Tourer), 97 miles, 40 bonus marks.

Concours d'Elegance:

Best Kept Sunbeams: J. W. Brown (1926 14 40).

Best Open Sunbeam: D. J. Whitehouse (1922 Fourteen).

Best Closed Sunbeam: Mrs. D. Leroy (1931 Sixteen).

Prize for Oldest Sunbeams: D. W. D. Showell (1913 12/16).

EASTERN COUNTIES RALLY

A ONE-DAY Rally was held by the E.C.M.C. on Sunday, 18th May, in which 18 members took part. The route card led from the Red Lion Inn, Martlesham, through devious Suffolk by-ways to Chedburgh airfield for a picnic lunch, a regularity test round the perimeter track, and several driving tests. During the afternoon competitors followed a



route to the finish at the Crown Hotel Framlingham.

Results were announced early in the evening, these being —

1, J. Risk (Ford Pilot), 188 marks lost; 2, C. M. S. Abbott (Paramount), 259 marks lost; 3, R. Dunnett (Rover 10) 261 marks lost.

NORTH CORNWALL RALLY AND TRIAL

MEMBERS of the North Cornwall M.C. enjoyed a variety of events recently to cater for all tastes. On Thursday evening, 15th May, there was a short Rally with driving tests which was contested by 21 drivers in cars ranging from Specials to a Bradford Utility. Immediately following the start drivers had to travel an unknown distance at a speed of 17 m.p.h. with the speedometer sealed. The Hon. Secretary, after much higher mathematics, use of a computer, and research into the speed at which the dynamo cut in, was about 10 m.p.h. too fast. The most accurate navigator was Ted Dennis in the Bradford. There followed a skimming test in which S.T.D. was made by L. J. Drowne in his Austin 10; and a dead-engine brake test

which resulted in a tie between Bobbie Parsons in a Morris Minor and A. T. Sandcock in a 1½-litre M.G.

An acceleration test involving a right-angle bend provided some excitement, Mrs. Chard coming to grief and upsetting her Ford Prefect. However, she was pushed upright again and carried on not even having a crack in the glass. Best time was made by Mrs. F. C. Mayne in the Fanfold.

A little cross-country motoring brought competitors to a triangular course which had to be covered twice in as near the same time as possible, T. S. Hicks being best in his M.G. Competitors then proceeded to the final test, a reversing and parking affair in the drive of the Lydford Manor Hotel, Walter Marett in a Singer Roadster being fastest. Results were the following:

First Class Awards: Mrs. F. C. Mayne (Fanfold); E. H. Dennis (Bradford); C. R. Parsons (Morris Minor).

Second Class Awards: A. D. Carr (Morris Minor); W. Marett (Singer); T. S. Hicks (M.G. TA).

On Sunday, 18th May, there was a trial near Bodmin, when the beautiful summer weather made the hills very dry and much easier than they might have been. The only grade to cause any real trouble was Stack 1 which was greasy on the hairpin in the woods. It was climbed clean by Ashley Cleave in his Morris Special but caught all the others. Sandy Guttridge had trouble with the clutch of his A.F.S. The special test, to cool competitors down, consisted of a timed dash through a river: both Banbury and Guttridge drowning their motors and almost themselves as well.

RESULTS

Motor Trade Cup: W. A. Cleave (Morris).

First Class: Mrs. F. C. Mayne (Fanfold).

Second Class: J. B. Banbury ("B.R.M.").

O.K. THAT SIDE? Reg Holt manoeuvres his Allard in Test 8 of the recent Sheffield and Hollamshire v Derby County Club contest for the Peak Revs. Trophy.





WALLASEY WINNINGS E. B. Ryder and his co-driver receive the Davies Cup for Best Performance from the Mayor of Wallasey, whilst Wirral 100 M.C. Secretary, Lawry Cranhaw looks on

WALLASEY RALLY

THE Wallasey Rally, organized by the Wirral 100 M.C., is short in comparison with most modern Rallies, but what it lacks in length it makes up in severity.

The 500-mile route followed some of Wales's most difficult road sections and as an average of 29 m.p.h. was required with very tight time checks, this all proved very exacting. When, in addition, such varied weather conditions as rain, bright sunshine, blistering heat and cold dense fog, were all experienced in the 26 hours, then the event was indeed more severe than could at first be expected.

That experienced campaigner Jack Reece came unstuck even before he set foot in his car, for incorrectly working out his time chart. D. S. Done, a member of Jack's team of Morgans in the next Alpine Rally, missed winning by being beaten in the special test at the finish.

After stopping at Rhydymwyn for a special test, the Rally went to Dolgelly, via Bangor and Pwllheli, and throughout the night drivers travelled along difficult roads to Welshpool (between Cross Gates and Newtown the road has 367 bends in 14 miles) and from Welshpool across the mountains to Bala, then to Llangollen for the breakfast stop. Before returning to Wallasey competitors went through

another special test, a hill-climb at Afonwen near Denbigh, from there they made their way through Wrexham back to Wallasey. At the finish the drivers had to undergo a special "wobble-wobble" test, which provided a spectacular finale to the event.

P F C

RESULTS

Best Performance: E. B. Ryder (Morris 8); 2, D. S. Done (Morgan 4 4); 3, D. Brooks (Sunbeam-Talbot)

Closed Car Award: H. M. Syngé (Morris 8)

Open Car Award: J. C. Rodley (M.G.)

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SOUTHSEA M.C. DRIVING TESTS

A PROGRAMME of driving tests entitled "Southsea Autosport" is to be organized by the Southsea M.C. on 7th June, on the Serpentine Road, Southsea Common. Lots of fun is promised, with a Snake Test, "Wobble-wobble", Potato Race and "Rallye Solcil". Nine other Clubs have been invited to compete. Secretary of the Meeting is S. A. Fulkner, 11 1/2 London Road, Waterloo-ville, Hants (Phone 2374). Entry closes 3rd June.

MIDLAND M.G. SPORTING HALF-DAY

HELD by the M.G.C.C. (Midland Centre) last Saturday, at Attleboro' Farm, Water Orton, near Birmingham, by courtesy of member G. A. Lewis, a series of four Rally-type driving tests were run off in brilliant weather before a large crowd of enthusiastic spectators. An entry of 32 cars was received, being divided into Open and Closed classes, with specials carrying a handicap of 5 per cent., and supercharged specials 12 1/2 per cent. The former was represented by A. J. Milburn on his Clinton Special and the only blown runner was Jeremy Beasley with the A.W. Special.

When the dust had blown away, results on aggregate showed G. A. Lewis to have triumphed on his home ground, driving his well-known H.R.G., with a total of 174.6 secs. Second man was D. J. Sidebotham with his veteran TA and third J. Horobin, TC.

The Closed class resolved itself into an even closer struggle, with E. Brook Fowler taking the verdict with his Morris Minor, in an aggregate time of 190.2 secs. Second man was Bob Eckersley, with an old Hillman Minx coupé. Driven with real verve, this elderly motor produced some extraordinary sounds as it showed its paces, and proved the surprise of the afternoon, with a time of 201 secs. Third man was Alan Secombe, 1 1/2-litre M.G., who would have finished in a higher placing but for a penalty incurred by incorrect stopping on one line in the first test.

Spectators were kept well informed of all times and other interesting items by the "Notwen" public address van kindly loaned by Jack Newton, timekeeping was in the capable hands of Ron Lowe, and the mobile canteen did a roaring trade indeed in the time honoured phrase—a good time was had by all.

K. N. T.

PROVISIONAL RESULTS

Open Cars: G. A. Lewis (H.R.G.), 174.6 secs, aggregate

First Class Awards: D. J. Sidebotham (M.G. TA), 179.2 secs.; J. Horobin (M.G. TC), 183.2 secs.

Closed Cars: E. B. Fowler (Morris Minor), 190.2 secs.

First Class Awards: R. M. Eckersley (Hillman Minx), 201.0 secs.; S. A. Secombe (M.G. 1 1/2-litre), 204.2 secs.

More News from the Clubs on page 698

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DAY OUT FOR ARMAGH MEN

George Savage (TD) Takes Open Class—
John Prie (Minx) the Best Saloon Driver

DRIVING test they said it was. But from where I was sitting (behind the steering wheel of a Morris Minor) it looked so like a trial that you wouldn't have known the difference. With exquisite tact, the organizers referred to the location as "Black Bank", but a quick glance at the ordnance map

CAR IN THE MOUNTAINS
(Right) Jim Hyde (Ford Anglia) top the rise in the third test at Deadman's Hill



revealed its real name to be Deadman's Hill, which was, perhaps, better undisclosed.

From the Mall, Armagh, the competitors started off on a 30-35 m.p.h. regularity test of unknown length, with one secret check en route. Most of the entry fared well enough, with the exception of Bill McDonagh (Richford), who lost 40 marks for being 2 m.p.h. too fast on average. Then came a Y-junction with melting tar to add to the fun, where Hugh Rowland (Ford M.G.) mounted the bank in spectacular fashion. A cow which was fascinated by the proceedings suddenly glared over the hedge at Brian McCaldin (Hillman Minx) and he, too, clouted the bank.

On the steepest part of the fearful Deadman's Hill was held a braking and acceleration test, in which George Savage (TD M.G.) was troubled by a misfire at low r.p.m. At the top of the hill participants found themselves doing some very involved manoeuvres in the

heather, the bumps inducing strange jelly-like antics in the more modern saloons. McDonagh's Ford special was fastest of all, with McCaldin setting the best time in the saloon class. Jim Hyde (Ford Anglia) was only 0.9 secs. behind McCaldin, and Robin Sadler (Minx) trying to beat their performances, leapt so high into the atmosphere that he scarcely survived without oxygen.

A break for tea and sandwiches was followed by three more tests—a free wheel and reverse down the other side of the hill, a crossroads and, after another stretch of rough country, a T-junction. The leaders, whose names were announced during the break, did not, however, lose their position on the results of the final tests.

F. W. McC

RESULTS

Open Car Class: 1, G. Savage (TD M.G.), 155.8 marks lost; 2, J. Clendin



ning (TC M.G.), 156.7; 3, H. Rowland (Ford M.G.), 180.5

Closed Car Class: 1, J. Petle (Hillman Minx), 182.3 marks lost; 2, B. McCaldin (Hillman Minx), 183.5; 3, J. A. Hyde (Ford Anglia), 197.1

FALCON DRIVING TESTS

Amidst the excellent weather the informal driving tests meeting held by the Falcon Motor Club on 18th May proved most enjoyable. It took place at Southend Farm in a large field kindly loaned by Mr. R. Hudgell.

Several tests were laid out with the aid of straw bales, and competitors attempted these as many times as they wished at a tanner a time!—which arrangement increased the fun a great deal since as soon as somebody set up a record time on any test somebody else bettered it, and the first record breaker then had to have another go.

Competing vehicles ranged from Austin Sevens, via trials motors, to an XK 120, and awards were won by virtue of the best average performance over the whole series of tests.

Results were as follows:

Best Open Car: 1, K. N. Dhorraj (Kendall); 2, F. Freeman (M.G.)

Best Closed Car: 1, M. Lawther (Austin Seven); 2, J. Liffman (Austin Seven)

Best Lady Competitor: Mrs. Emott (Piper Special)

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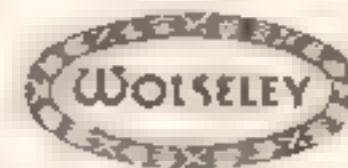
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News from the Clubs—continued

HORSHAM NIGHT TRIAL

The Annual Lulworth Cove Night Trial of the Horsham and District M.C. and L.C.C. will take place on Sunday, 6th July, and not on 29th June as per the R.A.C. fixture list. The start will be from the top of Bury Hill, Sussex, at 4 a.m. There will be a breakfast stop in the New Forest, and all competitors should reach Lulworth by 11.30 a.m. The route will consist of approximately 140 miles of main and secondary roads and certain parts of the course will entail some elementary map reading. Three special tests will be held en route. Permissible speed will be maximum 70 maximum 30 m.p.h.

This trial has been very popular in the past, and a large entry is looked forward to this year. It will be a closed to club event. Entry fee is 5s. New members will be accepted up to 6th June for this event. Regulations from the Hon. Secretary, E. G. Smith, 20 Guildford Road, Horsham, Sussex.

LOTHIAN TWO-DAY RALLY

Setting out from Edinburgh in the tail end of a thunderstorm, the entrants in the Lothian Car Club's two-day rally thought they were in for a soaking. However, the weather cleared and the route through pleasant East Lothian villages and by a grand road over the Lammermuir Hills and into Berwick-on-Tweed proved an attractive one.

There were four tests on the first day starting out with a forward and reverse in and out of a pair of pseudo garages set back to back. W. M. Thomson (Healey) demolished one of the oil drums, while N. T. Lithgow (H.R.G.) gave a nice steady performance. Best of the bunch was Bob Dickson in the Morgan, closely followed by C. W. Jeffrey (H.R.G.).

The outstanding competitor in the second test—a forward and reverse on a steep hairpin—was notable for H. Gunn's handling of the ex-Lamb Dellow. Mickey Gillespie, day-dreaming in his M.G., started off in neutral and was much slower at the job than he generally is. Miss P. R. Blackwood (Morris) was slow, but throughout the rally she and her navigator were competent performers and never fluffed a test although it was their first rally.

Third test, a collection of crafty manoeuvres laid out in the bottom of a quarry, saw Bob Dickson's Morgan and Mickey Gillespie's M.G. right in

COMING ATTRACTIONS

May 30th. Indianapolis 500 Miles Race, U.S.A.

May 30th 31st. M.C.C. Edinburgh Rally. Starting points, Buxton Bristol, London, 8 p.m.
C.S.M.A. Rally, Stone, Staffs.

May 31st. Winfield Joint Committee Race Meeting, Charterhall, near Greenlaw, Berwickshire. Start, 2 p.m.
Half-Litre Club Race Meeting (F3 and Formule libre), Snetterton Norfolk. Start, 1.30 p.m.
Omagh M.C. Hill-Climb, Co Tyrone.

Veteran C.C. of G.B. (Midland). Stourbridge Rally, Mary Stevens Park, Stourbridge, Wores. 12 noon.

June 1st. Albi G.P. (F.3), Circuit des Planques, France.

G.P. des Frontières (F.2 and 3), Chimay, Belgium.

Tuscany Cup Race (S. T.), Italy.
Mid-Chester C.C. Trial, N. Wales.

June 1st 2nd. Grand Prix de Monaco (S), Monte Carlo.

Circuit of Dachstein (S. T.), Austria.

June 2nd. B.A.R.C. Race Meeting, Goodwood. Start, 1.30 p.m.

Berkhamsted M.C. and C.C. Speed Trials, Tewin Water, Herts. Start 12 noon.

Hugley and District L.C.C. Sprints, Worcester.

Jersey M.C. and L.C.C. Sand Races, St. Owen.

June 2nd 6th. Royal Scottish A.C. Scottish Rally. Start, Blythswood Square, Glasgow.

their element and motoring very neatly they tied for best in the test.

Last test of the day saw John Brown in a very smart Aston Martin telling another competitor to keep count of the reverses and then he went and fluffed one himself. Once again the best performers were Gillespie and Morgans.

On Sunday the heavens opened and rain fell throughout the whole day making conditions pretty miserable. The road sections were short and the day's sport included seven tests. Number one was a speedy circle effort with a tight obstacle section. Mickey Gillespie was exciting to watch in the M.G. and, twisting round the circle, there were times when it looked as though his front tyres would leave their rims. John Brown (Aston Martin) almost cut the marked

circle short in the first round and lost seconds getting back in the game. Here we had a nice display of motoring by C. W. Jeffrey (H.R.G.).

In the usual type of regularity test Bob Dickson and Mickey Gillespie shared the laurels while Jack Glass was among the best in the closed class. Hugh Gunn, handling the Dellow very nippily was in and around and out of the confined space while you cough, in the next test. But W. M. Thomson (Healey), and others, motoring in outsize vehicles, found themselves in constant peril of making loud clangs. A large circle, interrupted by turning off the perimeter to motor round four obstacles, found the Dellow again in front of the field and also added a pile of marks to the Morgan's score so it looked as though Bob Dickson was well on the way to win his class.

In and out five garages for the fifth test saw H. Gunn's Dellow make B.T.D. while W. A. Brearley kept adding to a good set of consistent performances in his Jupiter. Then came a wiggle-wobble with Gillespie in the M.G. to do its stuff and top the list once more and it only needed Bob Dickson's Morgan to win the last test and a drive through two road sections took us to Melville Castle.

(Results were published in last week's issue.)

A N I

TEWIN WATER AT WHITSON

On Whit-Monday the Berkhamsted M.C. and C.C.'s Speed Trial meeting at Tewin Water takes place. This is an invitation meeting; with six clubs joining "Berko" in class sprints for sports- and racing-cars over a 440-yard course. Tewin Water is near Welwyn, off the Great North Road. The meeting begins at 12 noon, and admission is 2s. 6d.

CLUB FIXTURES

500 M.C. (N.W. Centre) Last Friday Meeting
Luton M.C. v. Peterborough M.C. v. Chesham
Hants and Berks M.C. v. Epsom Meeting 10th
M.C. v. Epsom and Dragon, Warrage
Adon Motor O.C. Meeting, 30th May. White
Hill v. Epsom
Bentley D.C. v. M.C. v. Epsom. Pleasant Inn
Warrage v. W.C. v. Epsom
v. Epsom v. Ardenham v. Hants v. Hants
v. Epsom v. Red Lion, Peterhead v. Hants (after
G.D. v. Epsom)
Welsh Counties C.C. v. M.C. v. Epsom. 10th June
Worcester Hornet Spt. C.C. v. M.C. v. Epsom. 10th
v. Epsom v. W.C. v. Epsom v. Epsom
Manchester University M.C. v. Epsom. 10th
v. Epsom v. Epsom v. Epsom v. Epsom
Vintage R.C.C.—First Thursday Meeting, 9th June
Preston v. Hants v. Epsom v. Hants



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MOTOR CROQUET. Ian Stewart wielding the mallet from Dougald Adamson's Vanguard during the recent Rally and Gymkhana of the M.G.C.C. (Scottish Centre).

HERTS COUNTY PANSHANGER RALLY

THE Herts County A. and A.C. are holding their fourth Panshanger Rally on 14th June, and on this occasion will join forces with the London Aeroplane Club to put on an event catering for motoring and flying enthusiasts.

Driving tests on the perimeter track will take place in the afternoon, beginning at 2.30. Members of the Vintage S.C.C. and the Vintage Aero Club have also been invited to join in the Rally. Details and entry forms are available from Chidlan Roberts of the H.C.A. and A.C.

LANCIA CHALLENGE TROPHY MEETING

ON Sunday, 22nd June, the Lancia M.C. will be running their fourth annual Inter-One-Make Club Driving Tests meeting. These will be held at Bovington aerodrome, near Chesham, Bucks. and not at Chipping Camden, as given in the National Calendar. Twelve one-make clubs have accepted the invitation to compete—members of any R.A.C.-recognized one-make club are eligible to take part. Supplementary Regs. from the Secretary of the Meeting, F. G. Barkway, 5 Mark Road, London, N 22, to whom entries must be sent by 1st June.

PLYMOUTH PRODUCTION CAR TRIAL

THE Plymouth M.C. held their fourth "Manor Trophy" trial for standard production cars on 18th May. Postponed from February, competitors could make no complaint of the weather when they met at Club Headquarters for the start, in sunshine that was almost tropical.

The course of 30 miles was over moorland roads which led first to a brake test on a very steep hill, thence to a series of tests involving polo bending in forward and reverse gear and a test new to the club, on grass, in which competitors, from a standing start on line A, were required to be in top gear before crossing line B, then to perform an incredible number of twists and turns through and around pylons and, with what speed they had left, proceed over line C flying finish. This test proved very popular and would appear to suit all cars. Several more tests on tarmac were included before the finish.

RESULTS

Manor Trophy and Souvenir: G. H. Turnbull (2,275 Vauxhall), 5 marks lost.

P.M.C. Cup: W. C. Marett (1,074 Singer), 14.

Non-trade Drivers' Award: C. G. Cuts (2,275 Vauxhall), 23.

1st Class Award: E. Ellis (Frazer Nash BMW), 20.

Team Award: G. H. Turnbull, W. C. Marett, L. Chard.



A.C.O.C. WINS QUIZ FINAL

AT "The King's Head", Acton, on 21st May the A.C. Owners' Club beat the Singer Owners' Club in the final of their inter-club motoring quiz by 112 points to 88, after getting off to a very shaky start. Both clubs expressed their gratitude to Peter Kehl, of the Southern Jowett Car Club, who, as a "neutral", had most kindly organized both accommodation and questions, and who made a genial and witty Quiz Master.

PLYMOUTH PRESIDENTIAL TROPHY RALLY

THE prospectus for the Plymouth Motor Club's Seventh Annual "1946 Presidential Trophy" Rally of all cars has now been issued.

This event takes place on 27th-28th June, and the club is surely making history in having gained permission to hold the eliminating tests on Plymouth Hoe, Maderia Drive, too, is admirably suited to the Concours d'Elegance, which will take place on Sunday morning following the conclusion of the Rally. Intending competitors can obtain entry forms and regulations from the Car Competition Secretary, W. H. Searle "Lower Mowles", 200 Egguckland Road, Higher Compton, Plymouth.

MERCEDES REGISTER INAUGURAL MEETING

AN Informal Evening Meeting has been arranged by the Mercedes Register to take place on Saturday, 7th June, from 6 p.m., at The Beryside Hotel, Ascot, 22 miles west of London.

A welcome is extended to all Mercedes owners, past and present, members of the Register, and friends, and it is earnestly hoped that all who can will attend and so ensure the success of this initial social gathering.

Dinner should be booked in advance direct with the Hotel (Tel: Ascot 888 mentioning Mercedes Register), but sandwiches and drinks will be available.

The Register embraces all Mercedes models, the membership to date being representative of almost every model produced since 1921. The aim and object of this movement is to foster a spirit of *bruderschaft* amongst Mercedes owners leading to the later development of a club.

CORNWALL DRIVING TESTS

THE Cornwall Vintage Car Club's closed speed trial, which appears in the R.A.C. Calendar for 15th June, has had to be cancelled, due to operations by the Forestry Commission at David-slow Aerodrome. It is hoped, however, that the race meeting of 9th August will still be possible. The driving tests of 7th September will definitely take place, in any case.

Results of the Driving Tests held on 4th May were as follows:

RESULTS

Class 1, Vintage up to 1,500 c.c.: 1. E. W. Bowen-Jones (12.50 Alvis); 2. J. H. Milner (A.C.); 3. G. Ravenscroft (11.9 Buick).

Class 2, Vintage over 1,500 c.c.: 1. R. Barton (Bullnose Morris Cowley); 2. G. D. K. Needham (4½-litre Bentley); 3. G. R. Dewey (4½-litre Bentley).

Class 3, Non-vintage up to 1,500 c.c.: 1. E. W. Gill (Austin A40); 2. T. S. Hicks (M.G. TC); 3. R. G. Hughes (M.G. TC).

Class 4, Non-vintage over 1,500 c.c.: 1. G. Scall (B.M.W. S); 2. R. E. Thwaites (Alvis Speed 20); 3. G. H. Turnbull (Vauxhall Velox).

NOTTINGHAM S.C.C.

GEORGE BOLT, Secretary of the Nottingham Sports Car Club, is shortly resigning this post for business reasons, and successors to carry on his excellent work are sought by the club, one to take on the general secretaryship and another to organize race and speed events at venues yet to be found.

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M.G. SPORTS Saloon, 1939, the very rare and desirable 2.5-litre model, one of the fastest pre-war cars on the road, exceptional condition throughout, engine decoked, serviced and tuned last week. £395.—Camden Motors, Lake Street, Leighton Buzzard, Beds. Telephone 2041.

M-TYPE M.G., deuce, brakes, clutch overhauled, cost of £20. Tyres, hood, battery good. Instruction book. £120 o.n.o.—Evenings 39 Hillfoot Avenue, Romford. Romford 8050.

1949 M.G. TC 2-seater, choice of five from £650.—Litherland Motors, Liverpool, 21.

1948 TC, red, beige interior. Works reconditioned engine just fitted. All car in first-class condition. Many extras include twin Wind-tone horns, signpost lamp, luggage carrier, two 600 x 16 wheels with twin spare wheel carrier optional. £675 o.n.o.—Brooks, 41 Oldham Road, Grasscroft, Nr. Oldham. Saddleworth 181.

1940 M.G. TB d/h, coupe, exceptionally clean car, two owners.—L. F. Ward, Ltd., 7 Hanover Court Yard, Hanover Street, London, W.1. Tel.: MAY 0146.

1934/5 M.G. PA Midget 2-seater. £245.—Moorhouse Motors, Ltd., 91 Epping New Road, Buckhurst Hill, Essex. Phone: Buckhurst 1171.

£165 M.G. 18/80 Mk. 11 1931 saloon, radio.—Richards and Brown, Ringers Road, Brimley, Kent. Ravensbourne 6479-2322.

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MORGAN 4/4, Official spare parts stockists, service and repairs.—Baill Roy, Ltd., 161 Gt. Portland Street, W.1. Lougham 7731.

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1950 (April) MORRIS Minor saloon, 13,000 miles. Black, with heater. Reasonable sale owner acquired open Minor. £750.—Eadie, Colne, Lancs. Tel.: Colne 282.

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M. V. COOPER, 4-seater J.A.P., little used, long-range tanks. £500.—Swanley 2723.

1950 COOPER Racing-car 500 c.c. J.A.P. engine, many spares, perfect condition. £400 or exchange 8 h.p. saloon car.—Whittington, Ropsley, Near Grantham, Lincs.

1950 COOPER-J.A.P., prepared in every way ready for immediate racing. £400 or near offer.—A. J. Nurse, Sibbels Garage, Edward Road, Babbal Heath, Birmingham.

1948 COOPER-J.A.P., needs partial assembly. £250 or near offer.—A. J. Nurse, Sibbels Garage, Edward Road, Babbal Heath, Birmingham.

RILEY

RILEY Imp. many extras. Letters please.—Hancocks, Avoncroft, Stoke Prior, Bromsgrove, Worcestershire.

RILEY M.P.H. 1½-litre 2-seater, B.R.G., dazzling performance, Scintilla, bronze head, 11-in. Zeke, all-weather, tonneau, excellent condition. Over £100 spent this year. Owner to Korea. For quick sale £450.—Box 667.

1951 (Reg.) RILEY 9 Kestrel saloon. £295.—Montrose Motors, 91 Epping New Road, Buckhurst Hill, Essex. Phone: Buckhurst 1171.

1932 RILEY 9, engine and chassis good, body rough, suitable for special. £80. Also Riley 12.6 Mentone saloon, overhauled engine just run in, all new tyres, body and chassis excellent. £195.—Apply Furnidge's Café, Quebec Road, Mablethorpe 2295.

SPECIALS

AUSFORD 10 h.p. Trials Special, good cond. throughout, just rebored, full road equipment, hood. £165 o.n.o.—Williams, 29 Haughton Road, Handsworth, Birmingham.

MERCURY offer the well-known Miles Nash 2-seater V8 engine, alloy brakes, full road equipment, £30 tax, terrifically fast. £225. Exchanges with pleasure.—Mercury Motors, Universe House, 824-826 Harrow Road, Sudbury, Middlesex. WIMbley 6038-9.

1952 TRIALS FORD, competed once only, obtained best performance Hareham Spring Cup Trial. Tubular chassis, all new Ford parts, new tyres, Osbornow 600 x 16, tubular framework, aluminium body under 8 cwt. Reason for sale, owner now racing.—Laver, 3 Parkhurst Road, Guildford 61058, 8.10 a.m.

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SUNBEAM-TALBOT

SUNBEAM-TALBOT 10 h.p. open 4-seater sports 1939, silver grey, grey leather, runs well.—£395.—Camden Motors, Lake Street, Leighton Buzzard, Beds. Telephone 2041.

SUNBEAM-TALBOT 2½-litre 14 h.p. open 4-seater sports, maroon, small mileage, one owner. £875.—Camden Motors, Lake Street, Leighton Buzzard, Beds. Telephone 2041.

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TRIUMPH Dolomite 1½-litre 12 h.p. sports saloon, 1939, black/red, very good all-round condition. £395.—Camden Motors, Lake Street, Leighton Buzzard, Beds. Telephone 2041.

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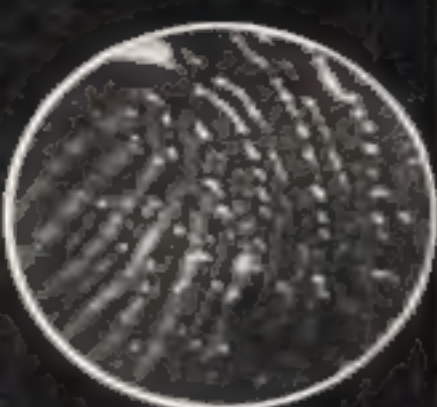
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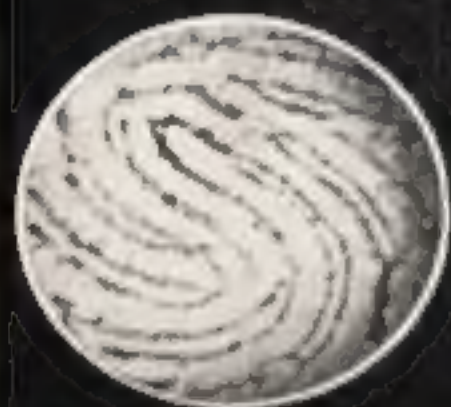
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